

# The Hongkong Telegraph

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## SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

### HONGKONG'S NEW GOVERNOR.

#### ARRIVAL AT SINGAPORE.

Singapore, September 24.  
The P. and O. s.s. Khiva arrived this morning, having on board Sir Reginald Stubbs and Lady Stubbs, who, on arrival, were met by the Acting Officer Administering the Government (Hon. Mr. H. Marriott) and the General Officer Commanding (Major General Ridout).

His Excellency was the guest of Mr. Marriott for the day. The Khiva leaves to-morrow for Hongkong.

### CHINA'S PEACE PROBLEM.

#### CHIEF NORTHERN DELEGATE OPTIMISTIC.

Shanghai, September 25.  
Wang Yi-tang, chief Northern delegate, in an interview with the China Press denies his intention to leave Shanghai till the Conference meets. He says he has full power to conclude peace, and the President Tuan Chi-jui and the Anfu Club will support any peace he makes. He is holding *carte blanche*. He disputes the charge that he is the tool of the Militarists or that the Militarists will overthrow his peace if he compromises with the South. He expresses confidence that peace can be concluded, despite the opposition to him personally.

### BOYCOTTING SUNDAY SCHOOL CONVENTION.

#### Shanghai, September 23.

The China Sunday School Union at a committee meeting has decided to refuse to attend the World Sunday School Convention if it is to be held at Tokyo as scheduled.

### KOREA'S MOVEMENT.

#### Shanghai, September 24.

Korean Ministers are arriving here to establish a Provisional Government to direct activities and to present the case to the League of Nations.

### CHOLERA IN SINGAPORE.

#### Singapore, September 24.

The General Officer Commanding has issued an order that certain streets in Singapore are out of bounds owing to the outbreak of cholera. All ranks are warned against purchasing foodstuffs, native ice cream and liquors.

### A SHANGHAI SUICIDE.

#### Shanghai, September 24.

Mr. Thomas Hadley (of L. Moore and Co., auctioneers), a well-known resident here, has committed suicide on board the s.s. Hsin Peking when bound for Ningpo.

## REUTER'S TELEGRAMS.

### HOME LABOUR UNREST.

#### DANGER OF GENERAL RAILWAY STRIKE.

London, September 23.  
Mr. J. H. Thomas, M. P., in a speech in London, declared that there was imminent danger of a general railway strike, because the Government's proposals for standardisation of wages made no allowance for the higher-paid men, and if the existing agreement for the war wage to terminate in December came into operation, this would mean a reduction in wages amounting to 14/- weekly in some cases. He urged those railwaymen who are anxious to act immediately, to avoid section strikes, which would hinder the negotiations.

### NEW BRITISH MINISTRY.

#### SIR ERIC GEDDES' NEW TASK.

London, September 23.  
The Ministry of Ways and Communications was inaugurated to-day, when Sir Eric Geddes commenced the task of bringing under single control the whole transport of the country. It is hoped that much economy will thereby be effected.

### THE FIUME SITUATION.

#### Rome, September 23.

A communique issued by d'Annunzio states that, despite the blockade, provisions are continually arriving in Fiume from Italian ports and Italy. Volunteers are also appearing in

## TO-DAY'S UNREST.

### A HOPEFUL OUTLOOK.

#### THE MEANING OF TROUBLOUS TIMES AT HOME.

(“Hongkong Telegraph” Special.)

Although it was foreshadowed as a certainty, and although some measure of preparation was made to meet it, the present unrest and social ferment taking place at Home and in practically every country lately a belligerent, is making a good many people victims of despairing pessimism, whereas it should convert or confirm all into enthusiastic optimists. It is the one thing that can effect the saving of all that is best and the eradication of most that is bad in our civilisation after such a conflict as that just closed. This social struggle was inevitable and can hardly fail to be successful.

The writer, who has just returned East after a visit to England, well remembers the one great prophecy made during the war: “Things will never be the same again.” Well-known men of letters and politicians made the coming change the theme of countless conjectures and warnings, and, if accumulated, the “mass of printed wisdom” on this subject would indeed be bulky. But now that people are finding themselves daily faced with the actual flux and are privileged to live in days of great moment there is often exhibited a spirit of helpless hopelessness, and, more often still, an actual fear of what the outcome will be. They are short sighted enough to see nothing but the maze of conflicting detail and get a little panic-stricken in consequence. There is neither cause nor room for anything but hope, and, as a speedy realisation of that will go a long way towards helping in these intensely critical days, it is just as well to emphasise it early on.

One has to be a little retrospective in order to bring a complete picture before the reader's mind. One has to hark back prior to August 1914, and consider the state of England—an England that was assuredly more prosperous than it ever had been before. True, there were some very grave social sores, but there was undoubtedly an enlightened legislative spirit, and all classes generally were having their sociological aspirations sufficiently satisfied to cause and warrant that contented resignation in the future which characterised the days before the Great War. Advanced and turbulent factions were not more rife than they always had been and always will be, and the impartial historian will be forced to the conclusion that Great Britain and the British Empire in ante-bellum days were being managed with considerable success. And then the great blow fell—the great interruption upset things. The hideous menace which sprang up and threatened the world, the challenge of brute force to usurp the sceptre of reason, had to be faced and defeated, and how it took four and a quarter years of stupendous effort, of prodigality in human life and treasure, to clear it away, constitutes the world's most stirring story. The nation's normally smooth life had to be a thing of the past; the purpose of production was changed from building up to tearing down; millions of male workers were no longer earners but prodigious spenders; and over the whole face of our national life came a transformation that progressively built up the aftermath of chaos and confusion that is now with us. All the Great Powers of the world were, one or later, brought to a similar condition, and the world has never before been called upon to endure such terrible impoverishment as it has suffered during the quinquennial period

just closed. Legislation was forced into channels of immediate expediency rather than of permanent utility, and with the sheathing of the sword the statute books of the world were not a little encumbered with negative ordinances. Industry had to be revolutionised—its very purpose travestied. Inequality in the economic scale of the social classes became intensified, though the measure of general domestic comfort in our own country strangely increased. The price of life's necessities rose beyond all previous figures; interest on capital rose in like proportion, and the vivid contrasts between ante-bellum and post-bellum conditions can be quickly apprehended by any who care to survey the two periods. Different standards in every phase of life became established, and organised Labour, whose power automatically became greater with the country's increased dependence upon it, was ruthlessly quick to make and gain demands that would have been rigorously discountenanced in pre-war days. The strain of war brought with it an increased desire for pleasure and luxury—in a word, diversion from the horrors of the actual conflict; and there was slowly but surely commenced an epoch of extravagance amongst all classes that has not had its like in the nation's history. Habits thus formed are hard to break and, in consequence, England is to-day spending more than she is earning—a serious fact very forcibly emphasised by Mr. Lloyd George in a recent speech. With the gaining of victory and the consequent elation has come an even greater penchant for spending, and a corresponding demand for high remuneration for little service.

These are really very early days of peace, and grave and complex adjustments have only been touched on the fringe. As a natural outcome of the war-time diversion of industry, there is a serious shortage of ordinary domestic requirements, and in many cases unscrupulous people are handling the available supplies to the acute disadvantage of the purchaser. The housing problem is one of the greatest facing the Government to-day, whilst the supplies and price of coal are of equal urgency and importance. The task of satisfactorily absorbing into industry the millions of men being discharged from the Army and Navy is one that will tax the ingenuity of our most able politicians. One could still further recite many abnormalities that have grown in and out of the abnormal times just past, but sufficient has been said to show that a speedy “settling down” some people very mistakenly hope for, would be at the risk of allowing to exist many things that need an effective clearing away.

Strikes are either happening or being threatened; people are clamouring for improvements in this or that direction; law and order are being in some cases recklessly ignored; and if one were to look purely at the “news” of the day, things would truly appear to be in a serious condition. But judgment has to be guided, and corrected by the light of known facts, and when carefully assessed, the welter of existing contrasts, demands, refusals and protests in the social fabric merges into one great conscientious desire to so improve and elevate the standards of life and thought that humanity will be made for ever safe from a repetition of the folly just past. The expression of that desire does seem in some cases to be mundane and selfish, and it is undoubtedly true that not a few people are agitating purely for personal gain, but in reality they constitute a very minor proportion. It is a case of their bark being worse than their bite, though the noise of their barking is at times disconcerting. Judging from personal experience, the writer has no hesitation in saying that the people at Home, as a whole, will pay no serious heed to extraneous are deeply in earnest

every legitimate effort at adjustment. The peoples of the world have suffered enough by the mistakes of the past to be in too great a haste to commit the future, and patience will of necessity have to be exercised in these days of re-modelling.

One of the greatest consolations is to be derived from the fact that the ablest statesmen of all countries are engaged in this great task of reconstruction. In England, headed by Mr. Lloyd George, who is indeed high-throned among all classes, politicians are uniting as never before, though it is to be regretted that surface differences are often magnified to resemble divided principles. Look at whatever phase or section of administrative endeavour one will, one finds an animus born of genuine concern for improvement and such as cannot fail to be effective. The world is trying to get right—to put its house in order. In house-cleaning there cannot be avoided furniture-moving and consequent inconvenience, but the housewife knows that that is a transition, and that the completed work with its comforts will be worth all the momentary tosy-turvydom. So it is with the world to-day, and it needs the help born of confidence to get things dusted and tidied, for hopeless despair, inactivity and mere negative criticism will perhaps lose to the world its grandest opportunity. For pessimism or doubt there is no room, but there is an extensive field for courage, tolerance and sympathy, the potentialities of which positively thrill one. There is need to-day for sincere personal assessment, and the free marketing of individual moral and intellectual values.

Hongkong, though it has not passed through the actual fires of the times, can in no sense consider itself as being outside of or unaffected by the spirit of the times. The writer has been forced to lose touch with its immediate domestic problems, and can only refer generally to that stream of ministration and administration inseparable from every community. The Colony's public men, every institution capable of improving action, and equally so, every resident, should seek to catch the message of to-day and indulge in introspection to determine their rightful place and task. The past lethargy of the community in regard to public questions should be made definitely past, and active and thoughtful co-operation given. Else Hongkong will have missed the lesson and reward of the world's bloodiest struggle.

A. M.

## BACK FROM THE WAR.

### RETURN OF MR. E. L. BRAGA.

Not a few readers will be interested to learn that among the passengers to arrive by the “Ka-Tung” was Mr. E. L. Braga. Mr. Braga left here with the original Hongkong contingent on the s.s. Delta on December 2, 1914, and, with the exception of 4 or 5 months in the early part of 1917, during which time he was training for his commission, was on active service in France from February 1915 until the early part of 1918 when he was badly wounded. He was released from hospital just prior to the signing of the armistice. Mr. Braga will be remembered as a very keen sportsman who figured prominently in cricket, tennis and football in Hongkong. He left the offices of the Pacific Mail to join the Colours.

## CORRESPONDENCE.

(To the Editor of the “Hongkong Telegraph.”)

### SERVICE PENSIONERS AND THE HIGH DOLLAR.

Sir,—There must be quite a number of ex-Navy and Army men drawing pensions in Hongkong and China. Are they all content to draw these pittance at a 4/- dollar? Or are they all waiting for somebody to start the ball rolling? Pensions range from 10/- to 4/- a day, little enough, but reduced to an absurdity when paid at a 4/- dollar. The Naval and Military Authorities fought fairly hard to get a 2/- dollar for those serving, but I think made no mention of pensioners. The serving men, of course, had a good kick and had a harder one in reserve. Is it possible that because the pensioner had no such means of stirring the Navy and Military Chiefs that they were ignored? If so, it appears to me to be very mean. I notice that there is an outcry in Canada because Imperial pensioners are losing 1/11 in the pound. Before the war pensioners here were paid at the same rate as the serving soldiers and sailors. Pensioners are now about to be paid at over double the pre-war dollar rate, which means a reduction of pension since 1914 of over 100 per cent. I am sending this letter to all the papers, as my personal opinion is that all possible publicity should be given to the ventilation of this injustice. Yours etc. PENSIONER. Hongkong, Sept. 24, 1919.

## TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s 7 1/2d.

## THE WEATHER.

Forecast:—Fair. Barometer—29.94. Temperature 2 p.m.—82. Humidity 2 p.m.—64.

## QUEEN'S ROAD SCENE.

### EUROPEAN CHASES PICKPOCKET.

Considerable excitement was caused at the foot of Battery Path this morning, at about 11.45, when a pickpocket was arrested by Indian Constable No. B. 73. It appears that a Mr. Starker was walking along Queen's Road and in the pocket of his coat he had a wallet containing notes to the value of \$170. He was accosted by a beggar, who appeared to be blind, and the next thing he knew was that another Chinese had picked his pocket and immediately made off in a ricksha. The “blind beggar” acted likewise and made off in a different direction. Mr. Starker gave chase to the first miscreant, who was eventually stopped and arrested at the foot of Battery Path with the wallet in his possession, which he attempted to throw away. The captured thief appeared to be a most dangerous character, for he made desperate efforts to escape arrest and it was as much as the Indian Constable could do to handle the man.

## WHISKY PROFITEERING.

### LONDON CATERER FINED £100.

What was described by the chairman at Wimbledon Police Court recently as one of the worst profiteering cases he had come across in his wide experience resulted in the imposing of a fine of £100, on William Christopher, of Railway Approach, London Bridge. Christopher was summoned for having, at the All-England Lawn Tennis Club grounds at Wimbledon, on the occasion of the recent lawn tennis championship on July 4, sold to Mr. F. Turner, a London County Council inspector, a quantity of whisky 30 per cent. under proof, for the charge of 2s, which was at the rate of 5s 8 1/2d per gill, whereas the maximum was 4s per gill. He was also summoned for having sold to Mr. Henry Johnson, spectator of Wimbledon Food Committee, a quantity of whisky at the rate of 5s per quart, instead of 4s. Charles Wintle, manager for Christopher, who pleaded guilty, admitted that 1s. per quart too much was charged for whisky supplied for analysis. Christopher, who said that he paid £100 rent at the championship, could not give a definite answer to the chairman as to the number of 4s. portions contained in a bottle of whisky. The Chairman: The overcharge per bottle seems to be 5s, or a total overcharge of roughly £25. The clerk was directed to call the attention of the All-England Club to the case.

## DON'T FORGET.

### TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.  
Victoria Theatre—9.15 p.m.

### TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.  
Victoria Theatre—9.15 p.m.

### SATURDAY NEXT.

Coronet Theatre—5.15 and 9.15 p.m.  
Victoria Theatre—9.15 p.m.



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**WANTED.**  
**A LABOUR POLICY.**  
Mr. Alexander M. Thompson writes in the Weekly Dispatch as follows:—  
The only way to avert the grave troubles threatening the State is by direct and explicit appeal to the electors for their verdict on the industrial problems besetting us.  
The Triple Alliance base their claim to dictate foreign and home policy to the nation on the argument that the last election was a catch contest whose vote related only to one special issue, which is now determined. The Government decline to carry out the decision of the Sankey Commission which they themselves appointed, on the ground that they have neither mandate nor power in this Parliament to carry out the revolutionary change in our economic policy which that Commission recommended.  
The only way to cut the ground from under the feet of the extremists now threatening to plunge the country into the horrors of a general strike, and to give the Government a clear mandate as to what the country wants, is to refer the perilous problems of the time to the judgment of the whole people.  
Besides, this shilly-shally, happy-go-lucky Government won't do. Efficacy of individual principles in a Coalition Ministry served well enough for the simple function of helping our soldiers to kill Germans. But to grapple with the more complicated problems of civilised life at present confronting us, men need deliberate and definite opinions, they need minds of their own, they need the will and pluck and freedom to fight for their beliefs.  
The Coalition system muzzles principles and paralyses action. It emasculates energy and resolution. It takes the backbone out of statesmanship, and reduces it to the mean makeshifts and petty expedients of compromise. That is what is the matter with us.

**THINGS OF STRAW.**  
We have, in effect, a Government of human jellyfishes, wobbles, invertebrates, incapable of policy. Instead of riding in the political whirlwind and directing the social storm, they are wafted like helpless things of straw upon the blast of a squall which is fast bearing the whole country to riot and ruin.  
This statement is no figure of journalistic hyperbole, but the sober assertion of a terrible fact. We are on the edge of the most tremendous industrial catastrophe our history has known. The peril has not suddenly sprung from placid skies upon an unsuspecting Government and people. We saw it coming in the days before the war, when it already threatened a general stoppage of industry.  
The flash and blaze of the German guns temporarily threw it into obscurity; but even in the most depressed and anxious days of our national struggle for existence it never ceased to threaten. It hovered ominously, like a thunder cloud. It gathered to itself all the discontents and discords which are the inevitable concomitants of war. It steadily grew bigger and blacker.  
Every observer with open eyes foresaw that unless the wisdom of statesmanship effectively steered clear of the boding storm it would burst upon us at the end of the war with a disastrous crash.

**THE HIDE-HEADS.**  
But the Government—perhaps unavoidably—concentrated on the war and did nothing to prepare for the gathering storm at home. They never had any policy of industrial appeasement and construction. The internecine factors of Coalition which had combined to save the country from defeat by a foreign enemy were not able to combine on issues which involved divergence of hereditary habit and personal interest. The problems of peace were therefore ignored, and the Government drifted on the tide of chance with no other guiding principle than "Come-day, go-day, God send Sunday."  
When trouble threatened, they hastily hid their heads and flung reckless extravagance of pay and promises overboard. They lavished largesse on shipowners, coal-owners, and all the ravenous gang of profiteers, including munition workers. They squandered and scattered the national wealth and credit with gargantuan shovels. The notorious 12 1/2 per cent. is the outstanding and unforgettable monument of their "policy."  
When the armistice came it was made painfully manifest that the Government were as unready for peace as they had been for war. Destitute of plan, they fell back on dolts, which merely made things worse. They became more prodigal than ever

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of impossible promises, whose non-realisation further swelled the surge of discontent.  
**THE ERA OF PROMISES.**  
The Premier told the people that they must have a new heaven upon earth, and a country fit for heroes to live in. But when the heroes came home they found, instead of heavenly mansions upon earth, a plentiful lack even of habitable hovels.  
Sir Auckland Geddes told the people that "he wondered there had not been a revolution years ago, because the record of our health bespeaks the record of bad housing and insufficient food, light, air, sleep, and recreation that reflects in the most dreadful way upon our life as a nation." He grandiloquently denounced the system of the bad old past which had taken more interest in pedigree pigs than "in the great pedigree stock of the British nation." All these things were to be revolutionised "while you wait."  
Dr. Addison called on trade unionists and employers to recognise that "the interests of the future require a system vastly different from that which prevailed in the past."  
The "Special Intelligence Branch" of the Ministry of Reconstruction issued a report informing the workers that the age of mechanical development had "effectually degraded them till they had become mere cogs in the machine."  
"The degradation of human beings to the position of mere 'hands' and the treatment of labour as a commodity to be bought and sold," sadly admitted the Special Intelligence, "have created a revolt in the minds of a large section of the community." The subordination of workers to industrial regulations for which they were not themselves responsible was denounced as "inconsistent with the rights and obligations which ought to be inherent in membership of any organised group within society." The report concluded with this prophetic pronouncement:  
"A new era has come upon us. We cannot stand still. We cannot return to the old ways, the old abuses, the old stupidities. As with our international relations, so with the relations of classes and individuals inside our own nation. If they do not henceforth get better they must needs get worse, and that means moving towards an abyss. We have awakened to the splendid qualities that were latent in our people, the rank and file of the common people. Now we see what potentialities lie in this people and what a charge lies on us to give these powers full play."  
**THE BEAUTIFUL DREAM.**  
All which, though I powerfully and potentially believe, yet I hold it not honesty (nor expediency) to have had it thus set down—unless the beautiful dream was to be immediately realised.  
What was needed at the end of the war was a more meagre diet of pretty phrases and a large banquet of practical achievement. The Government should have set about the things they meant to do, instead of tantalising and mocking the people with promises which they could not fulfil. If they really could not help talking, they should have talked of the desperate gravity of our financial and economic position and warned the nation of the effort which would be needed to re-establish our trade, credit, and prosperity.  
An irritating splutter of sporadic little strikes and threatened strikes has been allowed, quite unnecessarily, to increase the general unrest and anxiety. The two recent disputes on the Great Northern and Caledonian Railways are characteristic examples. In the former case three men had been dismissed in status on

their return from the war because they had enlisted without the company's permission. Three men! For these three men the whole of the company's employees threatened to hold up one of the chief arteries of British trade. When the Government saw that the railwaymen meant it they ordered the three demobilised soldiers to be restored to their former grade.  
Why could not that have been done at first? Why have fed the spirit of revolt by giving the strikers so easy and signal a victory? That is the sort of thing which happens constantly. Still boldly crying, "We will never consent," the Government feebly drift from bold defiance to meek concession.  
**SHILLY-SHALLY WITHOUT END.**  
But the summit of their shilly-shallying has been sealed in their "policy" with regard to the miners. In December 1916 Mr. Lloyd George told the Labour representatives:  
"As regards mines, there is only one solution, and that is that the State should take over control of the mines. . . . The control of the mines should be nationalised as far as possible."  
At the beginning of this year the miners by a majority of half a million decided on strike. The Government hastily intervened with the offer of a Commission which should investigate their grievances. The miners accepted. Mr. Bonar Law, in urging the miners to postpone action till the Commission had reported, said:  
"If this Commission is allowed to continue, interim reports will be issued dealing with subject after subject in which you are all vitally interested, and it is part of the Government undertaking to deal with these reports in the spirit as well as in the letter, and steps will be taken to enable these recommendations to be carried into effect."  
Now the Commission has decided in favour of nationalising the mines, and the Government, it is generally understood, decline to legislate conformably. Mr. Lloyd George contends that he has no mandate from the constituencies to carry out the Government's promises.  
One might very reasonably reply that the Government should have thought of that before making any promises. One might very justifiably ask, as Mr. Arthur Henderson asked me the other day, what would have been said to the miners if the verdict had gone the other way and they had declined to accept it.

**QUESTION FOR THE NATION.**  
But no reasonable man wants to settle grave national questions on debating points. This is a grave question. It is too grave and momentous to be decided by tricks of political strategy, or by the miners' desire, however earnest, or by the private interest of any person or body of persons. It is a question of national expediency and the nation should be allowed to decide.  
Had the Referendum been an instrument of the British Constitution, as I tried to make it before the war on a Parliamentary Committee of which Lord Robert Cecil was chairman, the question should have been submitted to referendum. Failing that, Mr. Lloyd George, being pledged to try to nationalise the mines, is bound in honour and in the interests of the national security to ask for authority from the electors of Britain.  
A blank refusal of the claim upon which the miners have set their hearts, and in which they have been supported by the Premier, Mr. Bonar Law, and the Government's special Commission of Inquiry, would certainly bring upon us the calamity of a national strike, and perhaps even worse troubles.  
We want a General Election.

**DRAGON MOTOR CAR**  
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### YOU AND I.

A KINDLY EXPLANATION  
OF SOME DIFFERENCES.

Barry Pain writes in the *Daily Chronicle*:—There are some very marked differences between you and I and if you can bring yourself to admit those differences and to appreciate them properly, it may save you some disappointment. The same things may happen to both of us, but the conclusions to be drawn from them will be totally different. For instance, I leave my umbrella in the train and lose it. "What I say about it is this:—

"Really, I do have the most extraordinarily bad luck. It's the rarest possible thing for me to forget anything, and I think I can fairly say that there is not a more careful and methodical man in existence. And now I've lost that umbrella—absolutely new, and cost me three guineas. It's just as if Fate had some sort of special spite against me."

But if you lose your umbrella in precisely the same way I shall certainly address you as follows:—

"Well, you've only your own carelessness to thank for it. Upon my word, you ought not to go out without a nursemaid to look after you. You'd better have your head tied on with a piece of string, or you'll lose that one of these days. The fact that it was a new umbrella only makes it worse. I should have thought that even you would have had enough sense not to throw away a thing you've just paid three guineas for."

ON CATCHING A COLD. Similarly, if I catch a cold, I have noticed that it is invariably an inexplicable mystery. I say with such modifications as a cold imposes upon the speech:—

"Really, it's an absolute mystery. I was all right last night, and then I woke up with this thing. You sibly can't explain it. Possibly, I've rud dowed frob over work."

But if it is you who catch a cold, you will hear some plain speaking from me. "Of course," I shall say, "I'm sorry you've got a cold, but I must confess that it doesn't surprise me. Anybody who lives as you do is bound to catch cold, and until you stop taking silly risks and learn a little about hygiene you'll go on doing it. This ought to be a lesson to you, though I suppose it won't. Stand a little further off, please—you're infectious, you know."

You gather the general principle? Any trouble that happens to me shows up the hideous injustice of destiny and should be made the subject of a question in the House. But if the same thing happens to you it loses all its importance and serves you right. But there are some things which can happen only to me, and cannot happen to you at all. For example, I can have a sleepless night, and when I do, I spend the next day in talking about it and am most careful to let every-

body have the particulars. I tell how I heard each hour strike. I tell how I tried, in vain every approved remedy. I omit nothing. You, on the other hand, cannot have a sleepless night. If you think you have had one, and bore people by talking about it, I shall undeceive you and suppress you as follows:—

"I suppose you believe what you are saying, but you must not mind if I tell you it's all nonsense. Possibly you woke for a few seconds, and possibly during those few seconds you heard a clock strike but in the intervals you slept like a top. You look like a man who has had eight hours good sleep, and I've not the slightest doubt that you did have it. It's no good to bring stories of that kind to a real sufferer from insomnia like myself."

Naturally there must be a reason for such differences, and no doubt it is to be found in our characters. Do not be misled by superficial observers who may tell you that we are both fairly ordinary, and that there is not much to choose between us.

I have brought my power of subtle criticism to bear on this question, and it is a very different thing from your wrongheaded captiousness. I contrast my proper self-respect with your silly conceit, my firmness with your obstinacy, my kindness with your weakness, my wise deliberation with your fatal hesitation, my imaginative quality with your reckless meadacity, my candid speech with your gross incivility.

Differences of this kind must and do show themselves in many ways. I am never uninteresting in conversation even when I am discussing my personal affairs. Whereas you, though you probably do not know it, bore everybody to distraction with your long-winded tirades about yourself.

Similarly, my estimate of a character is generally marked by accuracy and insight, but your estimate—well, I do not wish to accuse you of unintelligent blunders, but it is often quite different from mine. I will give you a case in point.

It has come to my knowledge that you were present the other evening at a dinner-party to which—doubtless by some oversight—I was not invited. My name was mentioned, and you had an opportunity to pay your tribute to my natural superiority. Had you done so, you would have displayed a modesty of which I have no other evidence; it would have been surprising but gratifying. What you actually said was:—

"He's a cross-grained, egotistical old gasbag."

It is in fact this grotesque absurdity on your part which has prompted me to enumerate some of the points of difference between you and me for your future guidance. I think they may be summed up adequately in a few words. I am always right, whereas you are always wrong.

I can never forget that you are only you, whereas I am actually myself.

### NOTICES

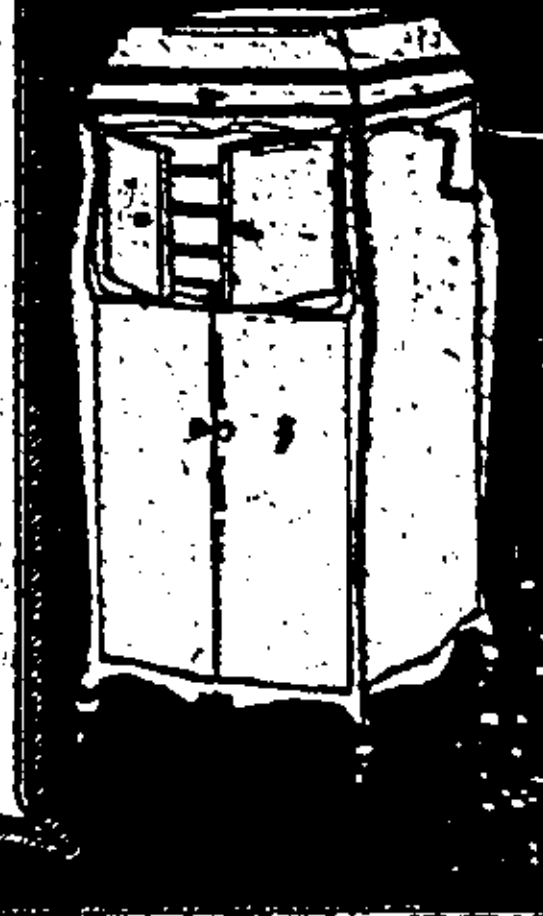
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### HOT-WEATHER FOOD.

#### CURRIES COOLER THAN ICES

Curries are cooler than ices. People who really know the art of living in hot weather leave food dishes alone, and eat as they would in India.

This statement was made to a *Daily Chronicle* representative by the manager of the Indian restaurant in Leicester-place.

"I am an Indian myself," he added, "I know the madness of drinking iced wines or minerals in blazing heat in India. The shock to the system is too great. But curries or any dishes prepared specially for consumption in abnormal heat produce a reaction of coolness, and are better than cold foods which, in the end, merely make you hotter."

The India restaurant on this day was full of people who have lived in hot climates, and who wanted hot-weather catering.

"I know with what part of India a customer is acquainted the moment he chooses his dish," the manager stated. "For instance, people from the Calcutta side invariably ask for 'rus goola' as a sweet; North of India people like korma, which is a mild curry, while those from the South or the Malay States prefer their curries strong."

#### TAMARIND SOUP.

A favourite lunch was tamarind soup, curried mutton and dhol, and rus goola. Tamarind, which is a vegetable grown in India, makes a stimulating and refreshing soup. It is slightly sour, and enters into the composition of every curry. The nearest approach to it in the ordinary English kitchen is a highly concentrated tomato puree.

Dhol, or Egyptian lentils, which is the staple food of Indians, makes an excellent addition to curried mutton. Rus goola is a preparation of milk and flour, treated with lemon and syrup, and fried in butter.

Another favourite sweet is jilabees, with which Anglo-Indians are familiar. It takes three days to prepare. Indian corn soaked in milk is the basis. It is treated in a secret way with white of egg and syrup, and served in little shapes like caterpillars.

Indian sherbets and pomegranate water were popular drinks at this restaurant. Curd milk and onion, as chutney, wheat flour rolled with butter and baked, for bread, and spiced butter rice as a savoury, were other interesting delicacies on the menu.

#### EGGS TEN YEARS OLD.

At the Chinese cafe in Oxford-street a *Daily Chronicle* representative was informed that the intense heat of the last few days had brought crowds of customers anxious to try the hot-weather food which is customary in China.

Sue may (steamed pork pudding) and chun guin (broiled pork pancake roll) were on the menu, with many chop sueys, noodle soups and special Chinese curries. Prawn, with green peas and bamboo shoots in cubes, pineapple with chicken and sea-slugs were also served to many customers.

The cold preserved eggs the manager guaranteed to be at least ten years old, highly matured.

"A great many people have been ordering special dishes, for which we require half a day's notice," he said. "These dishes include chun pee arp (duck stuffed with tangerine peel), wai kee don gup (steamed pigeon with Chinese hops), suet ye kai dang (minced chicken with white olive seaweed), and kai yung yu chee (shark's fin with minced chicken).

#### CHOICE OF 100 DISHES.

"People who are unaccustomed to food served in tropical or extremely hot climates may find these dishes rather peculiar; but from a list of almost a hundred dishes it is possible to get a hot-weather dish to suit almost any appetite or digestion, and our customers say that they find Chinese cooking admirable in very hot weather."

At the Trocadero in hot weather the customers who have lived in hot climates invariably ask for curry first.

"They know from experience," the manager said, "that a curry makes for coolness."

While the connoisseurs at these special restaurants were keeping deliciously cool on their exceedingly hot dishes, men and women who sipped iced drinks or demanded iced pudding or mixed ices looked uncomfortably hot. Some of them, after lunching on ices, asked for tea, which rather suggests that hot food and drink have a greater cooling power than is commonly supposed.

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1523.  
Red Ensign 1 mile (last 3/4)  
34.2 1/11 1/27  
Lord Leorne 1 mile - 35.4 1/12  
1/17 1/2 2/21  
Paper Money 1 mile  
1/15 1/15 2/21  
Alexander 1 mile  
1/27

The following times were recorded at the Racecourse yesterday morning, all the gallions being on the sand course. The "Larsen" subs. are all doing steady work. Sir Paul's ponies finishing their work with  $\frac{1}{4}$  mile cantera. The interest chiefly centres in old ponies—Pink Eye, Gentle Joe, Scotch Box (late Native Land), recent importation from Shanghai, Lord Lorne and Burning Daylight, who went well. A number of subscription griffins have unfortunately not survived the summer, thereby reducing the interest in races for their class, but the form of the old ponies augurs well for good racing on Saturday, 11th October.

Makool last  $\frac{1}{4}$  mile—1.19.  
Dalesman and Morning Star  $\frac{3}{4}$  mile: 39.4, 1/13.1, 1/48.2.  
Rochester  $\frac{3}{4}$  mile—41, 1/20.4, 1/48.2.  
Gentle Cat  $\frac{3}{4}$  mile—42, 1/16.1, 1/48.  
Scotch Box (late Native Land) and Snuff Box  $\frac{3}{4}$  mile—35.1, 1/11.1, 1/44.  
Pink Eye  $\frac{3}{4}$  mile—35.1, 1/10.1, 1/43.3.  
Smoke Box  $\frac{3}{4}$  mile—34.1, 1/43.3, 1/45.3.  
Dusky  $\frac{3}{4}$  mile—40, 1/20.1, 1/54.1.  
Rufus  $\frac{3}{4}$  mile—42.2, 1/16.4, 1/50.4.  
Burning Daylight  $\frac{3}{4}$  mile—41, 1/17.4, 1/49.  
The Card  $\frac{3}{4}$  mile—39.4, 1/16.4, 1/52.3.  
Red Ensign 1 mile (last  $\frac{3}{4}$ )—44.5, 1/11.1, 1/47.  
Lord Lorne 1 mile—36, 1/14.2, 1/47.4, 1/52.1.  
Foxy Moun-  
tain 1 mile—37.5, 1/13.1, 1/47.4.  
Morning Star  $\frac{3}{4}$  mile—37.2, 1/12.1, 1/47.4.



## NOTICE

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## MERCANTILE MARINE

## CHINA COAST CHANGES.

Captain F. Newcomb, of the "Ngankin," has gone master, Woonung.

Captain J. Meathral, of the "Woonung," has gone master, Ngankin.

Mr. J. Stirling, chief officer, "Koochow," has gone chief officer, Shantung.

Mr. S. Ahern, has been appointed second officer, Tean.

Mr. R. Kettlewell, chief officer, Tatum, is on reserve.

Mr. W. H. Taylor, chief officer, "Hangchow," has gone chief officer, Tatum.

Mr. H. M. Rogers, chief officer, "Chungking," is on reserve.

Mr. R. H. Fairley, from reserve, has gone chief officer, "Chungking."

Mr. C. M. Harloe, third engineer, "Hoihow," has resigned.

Mr. E. Dewar, from reserve, has gone third engineer, "Kwangso."

Mr. L. S. Strambe, third engineer, "Kwangso," has gone third engineer, "Hoihow."

Mr. H. J. Richards, from reserve, has gone supernumerary third engineer, "Shantung."

Mr. H. Mackay, third engineer, "Yunnan," is on reserve.

Mr. H. Campbell, from reserve, has gone second engineer, "Yunnan."

Mr. D. M. Whyte, acting second engineer, "Yunnan," has gone third engineer, same ship.

Mr. F. C. Everett, from leave, has gone chief officer, "Suiwo."

Mr. W. Fortster, chief officer, "Suiwo," has gone acting master, "Luenho."

Captain J. Jackson, of the "Luenho," is on leave.

Mr. W. Thomson, chief engineer, "Tuckwo," has gone chief engineer, "Loonwo."

Mr. A. McEwan, chief engineer, "Loonwo," is on reserve.

Mr. D. Buie has been appointed supernumerary third engineer, "Luenho."

Mr. F. C. Clemo, supernumerary third engineer, "Luenho," has gone third engineer, same ship.

Mr. L. McWilliams, second engineer, "Luenho," has gone acting chief engineer, "Tuckwo."

Mr. H. Sorensen, second officer, "Toonan," has gone acting chief officer, same ship.

Mr. M. I. Dollar has been appointed second officer, "Yushun."

Mr. P. Akunoff has been appointed fourth engineer, "Kiang-hsin."

Captain T. S. Vernon, of the "Rotorua," has resigned.

Mr. T. C. Parkinson has been appointed master, "Rotorua."

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## DAIRY FARM NEWS.

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## MUSICAL JOTTINGS.

(BY "ENHARMONIC.")

If it were necessary, to give tangible proof of my contention that Hongkong should be provided with a town band to play in the evenings, surely no more convincing evidence could have been adduced than upon the occasion of the performance of the band of the U.S.S. Brooklyn at the Cricket Club grounds, last Thursday. The place was crowded and expressions of appreciation of the kindness of Admiral Rodgers and the Officers of the Brooklyn were to be heard on every hand.

I am quite sure everybody who attended the performance will agree that we should not have to rely on the generosity of foreign warships for such little diversions and helps to make our miserable lives happy.

The novelty of the function tended to make things rather stiff, and instead of enjoying the music during quiet promenading, (always a most acceptable privilege in open air music, for a quiet stroll within hearing of the band affords a welcome relief to continuous standing) the audience maintained a more or less stationary attitude. But this "shyness" will wear off if we have our regular performances.

With regard to the band itself, I was particularly struck with the wonderful balance of the combination. The rendering of the Maritana overture was beyond criticism, as were indeed, all the other items on the programme, and Mr. I. M. Acierto, the "leader" is to be congratulated. Another point which reminded me very much of Captain Love's Constabulary Band, was the ductility of the musicians. Mr. Acierto could not have exercised greater control over his band than if he had been, by some miraculous feat, playing all the various instruments himself.

I overheard one or two people remark that the band did not appear to be sufficiently powerful for open air work. How very shortsighted! The musicians were playing without artificial aid to acoustics, they had only the canopy of Heaven for their sound-board and a pretty brisk wind, in addition. The band was quite strong enough to satisfy the most critical had it enjoyed the advantage of a proper bandstand with roof built in due regard to the necessary acoustic properties of such a structure.

I understand that the s.s. Brooklyn is leaving, or has left the Colony, so hopes of a second Concert are futile. However, the performance served two very useful purposes; that of providing a most pleasant evening and more important, bringing residents of the Colony to realise what a good thing in life they are missing by not having a band to play every evening.

I was very sorry to see such a comparatively poor attendance at St. John's Cathedral, on Wednesday evening last. I can only endorse the remarks of several who were present by stating that the efforts of the organisers, and the cause for which the recital was given, were worthy of better support.

Mr. A. E. Paine sang in his usual finished style, but those who were well up to the chance, no doubt heard him to greater advantage. The vocalist has a delightfully delicate tenor voice

but hardly strong enough for a building like St. John's Cathedral.

I formed the opinion that Mr. Paine realised this and rather overstrained himself in a well meaning effort to make good the deficiency. However, his performance provided more enjoyment to the music lovers present than probably the vocalist is aware of. Many of us, I know, look forward to the time when we shall have the pleasure of hearing Mr. Paine again.

Mr. White acquitted himself with great credit and he wisely chose selections well within his capacity as an amateur organist. He has an outstanding technique but, as I stated before, his grasp of combination leaves something to be desired. But I bear in mind that Mr. White is not a professional and therefore cannot give the time to the work that others, who have given recitals in the Cathedral, have been able to do. As an amateur, Mr. White is hard to beat, in Hongkong.

I dealt, some time ago, with the question of the retention or exclusion of German music from English repertoire. The following notes in this connection culled from a Home musical journal, may be interesting.

The writer states.—Having recently returned to London from Berlin I have noticed the concern of certain of our dailies regarding the question of the retention or otherwise of German music. Perhaps the feeling of Berlin respecting some of the German composers who for a long time past have been placed by the whole world on a sort of pedestal will be of interest to readers. Perhaps, too, it will be interesting to see what the German thinks of our music.

It is possible to be *plus royaliste que le roi*, and that neat French phrase, I think, admirably expresses the British state of mind regarding German music. We are more German in this respect than the German himself. On the other hand, the Berliner actually appears to be more charitably disposed towards British music than we are ourselves, even during the present acute crisis. These observations, be it noted, are not based merely on recent experiences in Cologne, where the British Army is in occupation, and where the Germans certainly do all in their power to conciliate their new masters, playing as much English music as possible in the theatres, cafes, picture palaces, &c. They emanate direct from the capital of Germany, where the throbs of the German pulse may be really felt. In Berlin the German is himself he does not bother much about the comparatively few Allied representatives there. Take Handel, for instance. Beyond the fact that there is a Handelstrasse in Berlin, the Germans scarcely own him. They realise that he "borrowed" the idea of runs from Purcell. A German musician, to whom I spoke, laughed at the idea of Handel's "Hallelujah Chorus" still being used as a kind of solemn Te Deum in so many of our choral festivals; while another was intensely amused at Handel's choruses being played as organ voluntaries. I was demobilised at the Crystal Palace, and could not help feeling amazed in the light of my recent experiences in Berlin, at seeing the names of all—even the weakest—of Handel's oratorios proudly displayed around the great there. I have seen those names many times before, but on this occasion the thought struck me with overwhelming force. How we have gone out of our way to glorify Handel!

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The U.S.S. Brooklyn left to-day for the United States, via Amoy.

In this connection the following new appointments have been made in the U. S. China Squadron:—

Commander G. K. Davis and Lt. Skylstead to the U. S. S. Helena (the Flagship of the Third Division). Lieut. Gilroy will take command of the U. S. S. Monoracy at Shanghai. Lieut. Courtney and Lieut. Hutson will be given commands on the Yangtze River, and Dr. Kilby will be attached to the U. S. S. Elcano, as Fleet Surgeon, while Captain McCauley will take command of that vessel. Lieut. Ludlow will take command of the U. S. S. Palos, and Lieut. Wells will take command of the U. S. S. Samar.

The above officers, all of whom were formerly attached to the U.S.S. Brooklyn, were given an enthusiastic send-off at a reception held on the Brooklyn to-day, as they left the vessel to take up their new appointments.

## WHAT NURSES CARRY TO WAR.

"I well remember the first party of nurses we took out," said the chief stewardess of one of the steamers which acted as transports between England and the Cape during the South African war of nineteen years ago. "The ship seemed just a great hospital, only there were no patients. Of course it was a new experience to us at the time and we were interested in all that went on, but the fact which struck me most, and has never gone out of my mind since, was that every one of the nurses, with scarcely an exception, had brought a supply of Dr. Williams' Pink Pills on board for her own personal use whilst in Africa."

It is because they know that woman's greatest need, when afflicted with the aches and ills peculiar to her sex is fully met by Dr. Williams' Pink Pills; the World's most famous blood and nerve tonic, that hospital nurses use and recommend these Pills wherever occasion arises. Women's ailments—their distressing backaches, anæmia, attacks of "nerves," and these periodical derangements of health which

cause so much depression and pain, can only be successfully overcome through the blood, and it is because Dr. Williams' Pink Pills rapidly make new, rich, red blood, at the same time building up the nervous system, that their reputation and popularity among women of all classes in all parts of the World is so great.

Dr. Williams' Pink Pills for Pale People are obtainable from medicine vendors everywhere, and the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, 1 bottle, \$1.50, 6 bottles \$8, post free. They are equally good for men.

## ARTIST'S CRUEL FRAUDS.

Heartless frauds by a music-hall artist named Maisy Crawford, who posed as a ward in Chancery and obtained £5 and various articles from Mrs. Alice Harding at Working, were punished recently, at Surrey Quarter Sessions at Kingston, by a sentence of three years' penal servitude. Crawford told her victim that Sir Edward Marshall Hall and Sir Richard Muir were her trustees, and induced Mrs. Harding to sell up her home.

NEW  
COLUMBIA  
RECORDS.

A 2266 Till The Clouds Roll By      Foxtrot  
Huckleberry Finn  
A 2311 What Kind of an American are You      Onestep  
Pack Up Your Troubles  
A 2424 For You A Rose      Foxtrot  
Long Boy      Onestep

## THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP.)

16, DES VOEUX ROAD. TEL. 1332.

## CAPE AND CALIFORNIAN WINES.

per doz. quarts (duty paid)

ZINFANDEL      \$ 9.00  
MEDOC      \$ 10.50  
GRAVES      \$ 10.50  
DRACKENSTEIN      \$ 14.00  
JACGER CUP      \$ 18.00

## CALDBECK, MACGREGOR &amp; CO.

16, Queen's Road Central. (Telephone No. 75)

## GERIN, DREVARD &amp; CO.

4th. FLOOR HOTEL MANSIONS, Tel. 114.

AND AT CANTON.

IMPORTERS & EXPORTERS

MACHINERY MERCHANTS

"FRISCO" STANDARD MARINE ENGINES, "COOPER QUEEN" BELTING, "SKOOKUM" PACKING, ELECTRIC MOTORS, GENERATORS AND OTHER ELECTRICAL APPARATUS.



## SHIPPING.

## P. &amp; O.-BRITISH INDIA

## APCAR LINES

(COMPANIES incorporated in ENGLAND)

TO  
STRAITS & BURMA, CEYLON, INDIA, PERSIAN  
GULF, AUSTRALASIA, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA,  
RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

LONDON via SINGAPORE, COLOMBO,  
PORT SAID & MARSEILLES.

S.S.	leave Hongkong about	Due Marseilles about	Due London about
KHIVA	1st Nov.	3rd Dec.	12th Dec.

FOR SINGAPORE, COLOMBO &amp; BOMBAY.

S.S.	leave Hongkong about	Due Bombay about
DILWARA	7th Oct.	25th Oct.

FOR CALCUTTA via SINGAPORE, PENANG &amp; RANGOON.

ITOLA 28th Sept., 1 p.m. due Calcutta, about 21st Oct.

FOR SHANGHAI, MOJI, KOBE &amp; YOKOHAMA.

S.S.	leave Hongkong about	Due Yokohama about
KHIVA	30th September.	14th October.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freights, etc., apply to  
**MACKINNON, MACKENZIE & CO.**  
22, Des Voeux Road Central. Agents.

## CP OS

## SAILINGS

## HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (\*Moji) Kobe &amp; Yokohama)

FROM	STEAMERS	HONGKONG	VANCOUVER
Empress of Asia	Oct. 2	Oct. 20	
Empress of Japan	Oct. 15	Nov. 16	
Monteagle	Oct. 19	Nov. 12	
Empress of Russia	Oct. 30	Nov. 17	
Empress of Asia	Nov. 27	Dec. 15	
Empress of Japan	Dec. 20	Jan. 10	
Empress of Russia	Dec. 25	Jan. 12	

\*Owing to Japanese Quarantine Regulations the  
"EMPEROR OF ASIA" 2nd October, will not call at  
Shanghai.

Passage Rates Hongkong to United Kingdom.	EMPEROR OF ASIA	EMPEROR OF JAPAN
15000 Tons Reg.	Gold	6,000 Tons Reg.
15000 Tons Reg.	Gold	6,000 Tons Reg.
15000 Tons Reg.	Gold	6,000 Tons Reg.

For particulars regarding  
passage rates, sailing and  
freight rates, apply to  
P. D. SUTHERLAND,  
General Agent,  
Phone 752, FARMHOUSE BUILDING,  
HONGKONG.

CANADIAN PACIFIC  
OCEAN SERVICES

## PACIFIC MAIL S.S. CO.

## S. MAIL LINE.

Operating the new First Class Steamers  
"ECUADOR," "VENEZUELA" and "COLOMBIA,"  
Hongkong to San Francisco,  
via Shanghai, Kobe, Yokohama and HONOLULU.  
THE SUNSHINE BELT.  
The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S.	leave Hongkong about
"ECUADOR"	8th October.
"COLOMBIA"	5th November.
"VENEZUELA"	

These steamers have the most modern equipment including over-  
head electric fans and electric lighting ALL LOWER BERTHS &  
Large Comfortable Staterooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special  
care is given to the cuisine, and the attendance on passengers cannot be improved.  
Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian  
Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,

Apply to: Company's Office in

Telephone No. 141: ALEXANDRA BUILDING, Chater Road.

## BANKER &amp; CO.

## WEST RIVER PASSENGER SERVICE.

The M. S. "KONG-MING" (Captain Wilks), will leave  
the Yung Tai Wharf (Connaught Road West) at 5 p.m.  
on 9th inst. for Wuchow via West River Ports.

This vessel has excellent European accommodation for first  
class passengers, and was built expressly for the West River  
trade, being fitted with electric light and fans and is complete  
with every modern convenience.

An excellent table is provided.  
Owing to the lack of hotel accommodation in Wuchow  
passengers taking the round trip will be allowed to remain on  
board the vessel without extra charge.

For freight and passage apply to

## BANKER &amp; CO.

1st Floor Hotel Masseria

or

Messrs. Thomas-Cooke &amp; Sons

Passenger Agents.

## SHIPPING.

## N. Y. K.

## NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA via Manila, Shanghai &amp; Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern

Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

KATORI MARU ... Tuesday, 14th Oct., at 11 a.m.

SUWA MARU (Omitting Manila) Saturday, 1st Nov. at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez,

Port Said &amp; Marseilles.

ATSUTA MARU ... Friday, 3rd Oct., at Noon.

SHIZUOKA MARU ... Friday, 17th Oct., at Noon.

MELBORNE &amp; SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville &amp; Brisbane.

NIKKO MARU ... Wednesday, 22nd Oct., at 11 a.m.

AKI MARU ... Wednesday, 19th Nov., at 11 a.m.

NEW YORK &amp; HAVANA via Kobe, Yokohama, Muroran, San

Francisco, Panama &amp; Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY &amp; COLOMBO via Singapore.

SHIRYU MARU ... Thursday, 9th Oct.

TENSIN MARU ... End of October.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

TSUBUGA MARU ... Thursday, 2nd Oct.

YAMAGATA MARU ... Friday, 24th Oct.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

AKI MARU ... Saturday, 18th Oct., at 11 a.m.

TANGO MARU ... Saturday, 22nd Nov., at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

KAIFUKU MARU (Omitting Shanghai) Monday, 29th Sept.

TENSIN MARU ... Monday, 29th September.

YOKOHAMA MARU ... Thursday, 2nd Oct. at 11 a.m.

HOSEI MARU ... (Omitting Shanghai) Friday, 3rd Oct.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.)

TSUYAMA MARU (Marseilles &amp; Liverpool) Thur., 2nd Oct.

WAKASA MARU (London, Antwerp &amp; Rotterdam) Thur., 9th Oct.

DELAGOA MARU ... Middle of October.

\* (London, Antwerp &amp; Rotterdam)

TOYOOKA MARU ... (Marseilles &amp; Liverpool) End of Oct.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 &amp; 293. S. YASUDA, Manager.

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	From Hongkong	Direct to Nagasaki	25th Sept.	"Omitting call at Shanghai"
NIPPON MARU	2nd Oct.			
YOKO MARU	10th Oct.			(from Yokohama).
SENTO MARU	28th Oct.			
PERSIA MARU	10th Nov.			
KOREA MARU	10th Nov.			

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,

BALBOA, CARLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDREAN ROUTE TO BUENOS AIRES.

Steamers. Leave Hongkong.

SEIKO MARU 4th Nov.

\*These are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific

Steamship Co. Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAICO, Manager

KING'S BUILDINGS.

Telephone Nos. 2374 &amp; 2375.

## CHINA MAIL S.S. CO. LTD.

## FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS &amp; HONOLULU.

"NANKING" "NILE" "CHINA"

Nov. 1st, 1919. Oct. 11th, 1919. Nov. 22nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA &amp; STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON &amp; ANTWERP

For particulars of sailings shippers are requested to approach

the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS &amp; Co. Canton

General Agents,

Hongkong, 10, Apr. 1917.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65, BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICES—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Elbury Street, S. W.

Branches &amp; Agencies—throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaux.

American Business a Specialty.

MERCHANT MARINE WAR  
MEDAL.

The King has granted the  
British War Medal to the British  
Dominion, Colonial and Indian  
Merchant Marine. In the United  
Kingdom the medal, in silver,  
will be given to those who can  
supply such evidence as may be  
approved by the Board of Trade  
of having served at sea for not less  
than six months between August  
4, 1914 and November 11, 1918,  
inclusive; and those entitled to  
receive it will include licensed  
pilots, fishermen, and crews  
of pilotage and lighthouse author-  
ities' vessels and of Post  
Office cable ships. In other parts  
of the Empire the qualifying  
service will be the same, but all  
details will be determined by the  
several Governments. The King  
has also granted a merchantile  
marine war medal to the persons  
specified in the previous  
paragraph, who are qualified for  
the British war medal, and who,  
in addition, can supply such  
evidence as may be approved by  
the authorities referred to in that  
paragraph of having served at sea  
on at least one voyage through a  
danger zone. For this purpose  
a voyage through a danger zone  
means: (a) A voyage on a ship  
which entered or cleared a at  
United Kingdom port, or a French  
port, or a Mediterranean port; (b)  
Such other voyages in other parts  
of the world as shall be specified in  
a further notice. The medal will  
be in bronze, and the ribbon will  
be green and red arranged verti-  
cally, with a narrow white line  
between them. Officers, men, and  
women referred to in this an-  
nouncement who, while serving  
at sea, were captured by the  
enemy or lost their lives through  
enemy action or were precluded  
by disablement through enemy  
action from further service at  
sea, before being able to com-  
plete their qualifying service for  
one or both of the medals, will be  
deemed to have qualified. The  
medals earned by deceased  
officers, men, and women will be  
issued to their legates or next-  
of-kin entitled to receive them.  
Instructions as to the submission  
of claims and other particulars  
will shortly be issued.

## RENAMING THE SHIPS.

The Oceanic Steam Navigation  
Company, popularly known as  
the White Star Line, gives notice  
of its intention to change the  
name of its ship War Argus to  
Gallic, to bring it into harmony  
with the names of other White  
Star ships, all ending in "ic."  
Those who are interested in ships  
will welcome this decision.  
They know that companies do  
not name their vessels in a  
haphazard manner, but that each  
important company uses for fleet  
a type or class of name that is as  
much the company's sign or mark  
as the house-flag or the war it  
was pretty easy to tell by the  
name of a ship to what  
line she belonged. In those far-  
off days the list of almost any  
fleet of liners presented a pleasant  
uniformity. The ships were so  
named as to be in name all of one  
family. During the war, how-  
ever, hurried buying to replace  
losses brought many strange  
names into these family lists.  
Every standard ship, for instance  
no matter to what company she  
went on completion, had the pre-  
fix "War" to her name. Hence  
the War Argus, of the White  
Star Line, now to be called the  
Gallic to mark her association  
with the famous members, past  
and present, of that fleet—the  
Olympic, the Britannic, the  
Titanic, the Arabic, the Adriatic,  
the Teutonic, and so on. Probably  
many another "standard ship,"  
many another war purchase, will  
now be renamed, and the com-  
panies' lists will once more be  
uniform. The Cunard Line's  
ships will all end in "ic," as of  
old—Aquitania, Mauretania; the  
Allan Line's in "ic"—Tunisian;  
the Houlder Line's will all  
be "Granges"—Elstree Grange,  
Hornby Grange; and the Holt  
Line's all be called after an  
ancient hero—Ulysses, Perseus.  
There is something neat and  
convenient in this. We like to  
know a ship's company by her  
name, like to be able to place her  
at once. And there is perhaps  
something of sentiment too. As  
the War Argus we see the White  
Star Line's new boat but as one  
of the makeshifts of the war. As  
the Gallic we honour her as one  
of a goodly fleet with history and  
tradition behind it.

INTEREST IN OTHER NATIONS.  
Steps have recently been taken  
in Paris to found an institute to  
promote the knowledge of, and  
interest in, international affairs,  
with, at the outset, branches in  
England and America. The  
organization of the British branch  
is in the hands of a committee  
presided over by Lord Robert  
Gibb.

## SHIPPING.

## C. N. C.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail

Steamers	To Sail
SHANGHAI & STINGTOW	Chenan
WWEI, CHEFOO & TISIN	Kueichow
SWATOW & BANGKOK	Liangchow
SHANGHAI	Suhsang
MANILA, CEBU & ILOILO	Taming
SHANGHAI	Shikang

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.  
Excellent Saloon accommodation amidships. Electric Light and  
Fans in Saloon and State-rooms. Regular schedule service between  
Canton, Hongkong and Shanghai (three weekly) and Tientsin  
weekly, taking Cargo on through Bills of Lading to all Yantai  
and Northern China Ports. Passengers are Landed in Shanghai  
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via

Swatow.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE.

Telephone No. 36. Agents.

Hongkong Sept. 25, 1919.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer From Expected on or about Will leave on or about To

Steamer	From	Expected on or about	Will leave on or about	To
---------	------	----------------------	------------------------	----

Tijlhap ... Japan

Tijlroem ... Shanghai

28th Sept. 30th Sept. 1st Oct. Java

28th Sept. 1st Oct. Java

"The steamers are all fitted throughout with electric light and

have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon. Cargo taken at

through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

Telephone No. 1574.

JAVA-CHINA-JAPAN LIJN.

York Building.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having

good accommodation for First Class Passengers. Electric Light and

Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND POOHOOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haiphong ... J. W. Evans ... FRI. 26th Sept. at 1 p.m.

Haitan ... A. H. Stewart ... TUES. 30th Sept. at 1 p.m.

Guinnebaug ... Medina ... FRI. 3rd Oct. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near

Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik &amp; Co.,

General Managers.

## INDO-CHINA STEAM

## NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For Steamship On

TTSIN via Wwei &amp; C'foo Cheongshing Fri. 26th Sept. at d'light.

MANILA Yuenang Fri. 26th Sept. at 3 p.m.

SHANGHAI Kwongsang Wed. 1st Oct. at d'light.

TIENTSIN Chipshing Fri. 3rd Oct. at d'light.

MANILA Loongsang Fri. 3rd Oct. at 3 p.m.

STRAITS &amp; Calcutta Chaksang Tues. 7th Oct. at 3 p.m.

Wwei, C'foo &amp; N'chwang Loksang Wed. 8th Oct. at d'light.

KOBE Yatsing Thur. 9th Oct. at 5 p.m.

STRAITS &amp; Calcutta Lalsang Tues. 14th Oct. at 5 p.m.

CALCUTTA LINE: The Line has now been re-organized and affords regular sailings to Calcutta.

via Singapore and Penang.

Manning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally

calling at Swatow.

All steamers have excellent passenger accommodation, are fitted with Electric Light and

Fans and carry a fully qualified surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes

calling at Pootung. Steamers on this line have a limited amount of passenger accom-

modation, and through bills of lading can be obtained for Canton and Shanghai. The Shanghai

through bills of lading are subject to all Northern and Southern Ports.

MANILA LINE—A weekly service is maintained, with Manilla by vessels with good passenger accom-

modation.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong, Swatow

and Canton.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer, touching up at



## SHIPPING.

## O. S. K.

## OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALASKA MARU" ... Friday, 26th Sept.  
"OKLEBS MARU" ... Monday, 20th Oct.  
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"SEATTLE MARU" ... Middle of November.  
"SIAM MARU" ... Tuesday, 30th Sept.  
"MITSUKI MARU" ... Friday, 3rd Oct.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.  
"UNNAN MARU" ... Wednesday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service calling at AUCTION, LAND, N. Z. and ADELAIDE.

"LUZON MARU" ... Beginning Oct.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"CHICAGO MARU" ... Tuesday, 30th Sept.  
"MANILA MARU" ... Wednesday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"HOTEN MARU" ... Sunday, 28th Sept.

TAKAO via SWATOW & AMOY.

"SOSU MARU" ... Thursday, 9th Oct.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"INDUS MARU" ... Monday, 29th Sept.

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

## Y. K. K.

## YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 143 & 155.

Top Floor, King's Building.



## KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, PORT SAID, CALCUTTA, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAU, SINGAPORE, BANGKOK, VLADEVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

## THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"OLEN" ... About October 14th.  
"IONIAN" ... October 22nd.  
"SEATTLE SPIRIT" ... October 25th.  
"WHEATLAND" ... November 1st.  
"ENDICOTT" ... November 30th.  
"CRIVICOUZ" ... December 30th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"WAWALONA" ... About October 31st.  
"HISMAHA" ... November 30th.  
"MONTAGUE" ... December 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Agents: 2477 & 2478 5th Floor, Hotel Mansions.

## SHIPPING.

## THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

## VANCOUVER

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" ... SAILING DATE about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.B.

"WEST HEPBURN" ... Middle of Oct.  
Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

Lloyd Triestino

## S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste.  
about end November.

First class passenger accommodation—single and double-berth cabins also cabins with 3 berths at reduced rates.

For further particulars apply to

## DODWELL &amp; CO., LTD.

Agents.

## NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"Eurymedon" ... via Panama

11th Oct.

"Euryhates" ... via Panama

7th Nov.

"City of Newcastle" ... via Suez

30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO CANTON.

## JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,

York Buildings.

Telephone No. 1574.

## UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Mr. Yuengen, 4th Floor 39, Midway of Canoe Road, from Shanghai.

Hanpingli, King Edward Hotel, from Peking.

Kwokchiu, 36 Battery Street, Yaumati, from Amoy.

Liehseng Pharmacy, from Shanghai.

Hongwoosing, from Amoy.

Teenchowdong Neehongdong, Vanyee Street, from Shanghai.

Kwongshingheong, from Takow.

Kwongwohing East Des Voeux, from Amoy.

Tongyackhing, from Kobe.

Kienfung Co., Vanyee Street, from Shanghai.

Chungsing, Woosung West Street, from Shanghai.

Wakasa, from Tokyo.

Ibarahyakuake, c/o Japanese Consulate, from Osaka.

Manyuwing, from Amoy.

Sakoiwakichi, Kaitima Maru, c/o Kamamura Prayaeast, from Otaru.

Paktat, from Kobe.

Abekobel, from Kobe.

Cheungnig, Pottinger Street, from Shanghai.

Kusanglee, from Shanghai.

Nagase, from Osaka.

T. KRING, Superintendent, Hongkong, Sept. 19, 1919.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

Captain Anderson Transport

Hermelin, from Shanghai.

Fullerton c/o American Consul, from New York.

Nathmerie, from Manchester.

Tiran Antogere, from Saigon.

Walls, Hongkong Hotel, from London.

D. de J. PARRANT, Superintendent, Hongkong, Sept. 19, 1919.

## CONSIGNERS.

## THE ADMIRAL LINE

## THE Steamship

## "CITY OF SPOKANE"

having arrived from Seattle via ports, on Sept. 18th, 1919 consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Sept. 24th, 1919 by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 25th, 1919 will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

## PACIFIC STEAMSHIP CO.

Operating Agents

U. S. Shipping Board.

5th floor, Hotel Mansions

Hongkong, September 18th, 1919.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

s.s. "BENDORAN"

From MIDDLESBRO, LONDON and STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 3rd October, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 20th September, 1919.

## MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. YOKOHAMA M. (European Line) left London for this port via the Suez Canal on the 23rd August, and is expected here on the 1st October.

The Admiral Line s.s. OLEN will arrive at Hongkong about September 30th, from Portland via usual Japan ports and Shanghai.

The N.Y.K. s.s. TAMBA M. (European Line) left London for this port via the Suez Canal on the 9th Sept., and is expected here on the 18th Oct.

The N.Y.K. s.s. TENSIN MARU (Bombay Line) left Bombay for this port via Singapore on the 9th September, and is expected here on the 28th September.

The N.Y.K. s.s. HOSEI M. (Bombay Line) left Bombay for this port on the 9th Sept. and is expected here on the 2nd Oct.

The American and Manchurian Line s.s. CITY OF FLORENCE is due to arrive here about 5th October.

The American & Manchurian Line s.s. CITY OF NEWCASTLE is due to arrive here about 10th November.

The American & Oriental Line s.s. MINERIO is due to arrive here about 5th October.

The R. M. S. MONTEAGLE left Vancouver for Hongkong, via Japan ports and Shanghai on the 17th Sept. and is due here on or about the 13th Oct.

The P. & O. s.s. ITOLA left Moji for this Port on the 20th instant, and is due here on the 26th instant, afternoon.

The s.s. METHVEN arrived at Yokohama on 20th Sept., and is due at Vancouver, on 6th Oct.

The R. M. S. EMPRESS OF ASIA arrived at Manila, on 24th September, 7.30 a.m. leaves there Midnight, 24th Sept., and is due at Hongkong, on Friday, 26th Sept. 11 a.m.

The R. M. S. EMPRESS OF JAPAN, from Hongkong on the 23rd Aug. arrived at Vancouver on the 19th Sept.

The China Mail S.S. Co. is in receipt of a telegram from its San Francisco office advising that the s.s. NANKING arrived at that port on Sept. 21st.

The T. K. K. s.s. KOREA M. arrived at Yokohama, on the 23rd instant and sails on the 26th for Honolulu and San Francisco.

## TIDE TABLE.

22nd to 28th September 1919.

Day	Time	High Water	Low Water
Mon.	22	10.15	4.15
Tues.	23	11.15	5.15
Wed.	24	12.15	6.15
Thurs.	25	13.15	7.15
Fri.	26	14.15	8.15
Sat.	27	15.15	9.15
Sun.	28	16.15	10.15

m morning, a afternoon.

## VESSELS LOADING.

## EUROPE, U.S.A., ETC.

Nippon M.	T. K. K.	Sept. 25
Alaska M.	O. S. K.	Sept. 26
Van Waerwyck J.C.J. L.	Sept. 29	
Chicago M.	O. S. K.	Sept. 30
Tjitarcom	J.C.J. L.	Oct. 1
E. of Asia	C. P. O. S.	Oct. 2
Tsuyama M.	N. Y. K.	Oct. 2
Tenyo M.	T. K. K.	Oct. 2
Asutsu M.	N. Y. K.	Oct. 3
Ecuador	P. M. S.	Oct. 8
Wakasa M.	N. Y. K.	Oct. 9
Bessie Dollar R. D.		Oct. 10
Siberia M.	T. K. K.	Oct. 10
Enrymedon B. & S.		Oct. 11
Waban	A. L.	Oct. 11
Nile	C. M.	Oct. 11
Katori M.	N. Y. K.	Oct. 14
Olen	A. L.	Oct. 14
E. of Japan	C. P. O. S.	Oct. 15
Manila M.	O. S. K.	Oct. 15
Shidzuoka M.	N. Y. K.	Oct. 17
Monteagle	C. P. O. S.	Oct. 19
Celebes M.	O. S. K.	Oct. 20
Iconium	A. L.	Oct. 22
Seattle Spirit A. L.		Oct. 25
Shingo M.	T. K. K.	Oct. 28
Wawalona	A. L.	Oct. 31
Luzon M.	O. S. K.	B. of Oct.
West Hepburn R. D.	M. of Oct.	
Toyooka M.	N. Y. K.	E. of Oct.
Nanking	C. M. S.	Nov. 1
Wheatland	A. L.	Nov. 1
Khiva	P. & O.	Nov. 1
Suwa M.	N. Y. K.	Nov. 1
Seiyu M.	T. K. K.	Nov. 4
Colombia	P. M. S.	Nov. 5
Persia M.	T. K. K.	Nov. 10
Korea M.	T. K. K.	Nov. 10
West Munham A. L.		Nov. 16
China	C. M.	Nov. 22
Endicott	A. L.	Nov. 30
C. of Newcastle B. & S.		Nov. 30
Nishmaha	A. L.	Nov. 30
Seattle M.	O. S. K.	M. of Nov.
St. Albans	E. & A.	E. of Nov.
Montague	A. L.	Dec. 15
Cravenouer A. L.		Dec. 20

## JAPAN, COAST PORTS, ETC.

Sunning	B. & S.	Sept. 25
Foochow	B. & S.	Sept. 25
Cheongahing J. M. Co.		Sept. 26
Yuensang	J. M. Co.	Sept. 26
Haihong	D. L. Co.	Sept. 26
Chenan	B. & S.	Sept. 27
Itola	P. & O.	Sept. 28
Kueichow	B. & S.	Sept. 28
Hoten	O. S. K.	Sept. 28
Endus M.	O. S. K.	Sept. 29
Fenshin M.	N. Y. K.	Sept. 29
Kaifuik M.	N. Y. K.	Sept. 29
Taming	B. & S.	Sept. 30
Khiwa	P. & O.	Sept. 30
Tilatlap	J. C. J. L.	Sept. 30
Haitan	D. L. Co.	Sept. 30
Siam Maru	O. S. K.	Sept. 30
Liangchow	B. & S.	Sept. 30
Suiyag	B. & S.	Sept. 30
Yitarem	J. C. J. L.	Oct. 1
Unnan M.	O. S. K.	Oct. 1
Kwongsang	J. M. Co.	Oct. 1
Yokohama	N. Y. K.	Oct. 2
Sinkiang	B. & S.	Oct. 2
Tsuruga	N. Y. K.	Oct. 2
Hosei M.	N. Y. K.	Oct. 3
Loongsang	J. M. Co.	Oct. 3
Quinnebaug	D. L. Co.	Oct. 3
Mitsuki M.	O. S. K.	Oct. 3
Chipehing	J. M. Co.	Oct. 3
Dilwara	P. & O.	Oct. 7
Loksang	J. M. Co.	Oct. 8
Yatshing	J. M. Co.	Oct. 9
Shinyry M.	N. Y. K.	Oct. 9
Sosbu M.	O. S. K.	Oct. 9
Laissag	J. M. Co.	Oct. 14
Chaksang	J. M. Co.	Oct. 17
Aki M.	N. Y. K.	Oct. 18
Yamagata M.	N. Y. K.	Oct. 24
Fenshin M.	N. Y. K.	E. of Oct.
Lango M.	N. Y. K.	Nov. 22



## NEW ADVERTISEMENTS

# A DELIGHTFUL PROGRAMME AT THE VICTORIA TO-NIGHT. "THE POPULAR PRIZE PACKETS" IN NEW SONGS, DANCES & DUETS Also "THE VOICE OF DESTINY"

## WANTED.

**WANTED.**—Clerk, immediately for Library of Hongkong University. Good knowledge of English and Typewriting Essential. Apply in person to the Registrar.

## NOTICE.

**THE DAIRY FARM ICE & COLD STORAGE CO., LTD.**

**NOTICE TO SHAREHOLDERS**  
The Twenty-third Ordinary Annual Meeting of the Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on Saturday 11th day of October 1919 at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1919.

The Transfer Books of the Company will be closed from 1st to 11th October 1919 both days inclusive.

By Order  
**M. MANUK,**  
Secretary.

Hongkong, 22nd September, 1919.

## NOTICE.

## UNIVERSITY OF HONGKONG.

The University of Hongkong invites immediate applications for the posts of part-time lecturers in the following subjects:

Applied Mechanics (Lectures and Laboratory);  
Geometrical Drawing;  
Strength of Materials;  
Iron and Steel;  
Machines;  
Structures;  
Drawing Office Work (Machines and Structures)

Duties will commence on Sept. 29th 1919.

Full particulars can be obtained from the DEAN of the Faculty of Engineering.

**N. TEESDALE MACKINTOSH,**  
Registrar.

## NOTICE.

Our interest and responsibility in the business hitherto carried on by us under the name and style of **W. R. Loxley & Co.** at Hongkong, Canton and London, Merchants, ceased on 1st April 1919.

The said business as from that date has been acquired by **J. A. Russell & Co., Kuala Lumpur, F. M. S.** who have assumed all responsibility for the liabilities of the firm as existing on that date and properly contracted during the period from that date to the present date.

**John Montgomery Beattie,**  
**Andrew Beattie,**  
**Matthew Poole Beattie,**  
Hongkong, 24th September, 1919.

## NOTICE.

We have acquired the business hitherto carried on by Messrs. **W. R. Loxley & Co.** at Hongkong, Canton and London and shall continue to trade under the same firm name and style.

The business having been taken over as a going concern as on the 1st April, 1919, the proper liabilities of the firm as on that date and those contracted since in carrying on the business are assumed by ourselves.

**John Archibald Russell,**  
**Donald Oscar Russell,**  
**Robert Cecil Russell,**  
Hongkong, 24th September, 1919.

## G. R.

## NOTICE.

All persons with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a **VALID PASSPORT.** Passengers not in possession of passports will not be allowed to leave the Colony.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the **REGISTRATION OF PERSONS ORDINANCE 1916.** Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

**E. D. C. WOLFE,**  
C. S. P.  
Hongkong, 5th September 1919.

## NOTICE.

**THE HONGKONG AND WHAMPOA DOCK CO., LTD.**

Notice is hereby given that the Share Register and Transfer Books of the Company will be closed from the 1st, to the 6th, prox. both days inclusive.

Warrants for the Interim Dividend can be had at the office of the Company, 2 Queen's Buildings, Hongkong, on and after the 7th October, 1919.

By Order of the Board,  
**R. M. DYER,**  
Chief Manager.  
Hongkong, 22nd September, 1919.

## NOTICE.

**THE HONGKONG STEEL FOUNDRY CO., LTD.**

Notice to Shareholders.

The Ninth Ordinary Yearly Meeting of Shareholders in the above Company, will be held at the Company's Office, St. George's Building, Hongkong, on Tuesday the 30th September, 1919 at 11.30 a.m. for the purpose of presenting the Report of the General Managers, and Statement of accounts to 31st May, 1919.

The Transfer Books of the Company will be closed from 23rd September to 30th September 1919, both days inclusive.

**GORDON & CO.**  
General Managers.  
Hongkong, 16th September, 1919.

## NOTICE.

**THE CHINA LIGHT & POWER CO., (1918) LTD.**

Notice is hereby given to shareholders of the above named Company that the Transfer Books will be closed from Tuesday the 23rd September 1919, until Tuesday the 30th September 1919, both days inclusive.

**SHEWAN TOMES & CO.**  
General Managers.  
Hongkong, 16th September, 1919.

## DANCING.

**DANCING.**—Advertiser is prepared to teach latest dancing for \$15 per month at twice a week for one hour. Apply Box 252 c/o "Hongkong Telegraph."

## NOTICE.

**HONGKONG SUBSCRIPTION GRIFFINS SEASON 1919-1920.**

A meeting of members interested in the above will be held in the Jockey Club Rooms "Hongkong Club Annex" on Friday, 26th September at 5 p.m.

By Order  
**C. W. GEGG,**  
Acting Clerk of the Course.

## NOTICE.

**HONGKONG STOCK EXCHANGE.**

It is hereby notified for the information of those whom it may concern, that, from this date, all dealings in the shares of the Shell Transport & Trading Co., Ltd. London, will be in "registered" or "bearer" scrip at sellers option.

For the Committee of the Hongkong Stock Exchange  
**W. LOGAN,**  
Secretary.  
Hongkong, 23rd September, 1919.

## NOTICE.

**KOWLOON CRICKET CLUB.**

The Annual General Meeting of Members of the Kowloon Cricket Club, will be held in the Club House on **MONDAY**, the 29th September, 1919, at 5.30 p.m.

**BUSINESS.**  
Report and Accounts 1918-1919  
Election of Officers 1919-1920  
General.

## NOTICE.

**DOUGLAS STEAMSHIP CO., LIMITED.**

The Ordinary General Meeting of the above Company will be held at the Company's Offices at Noon, on Saturday the 27th inst. 1919.

The Transfer Books of the Company will be closed from the 19th to 27th instant both days inclusive.

**DOUGLAS LAPRAIK & CO.**  
General Managers.  
Hongkong, 11th September, 1919.

## PUBLIC AUCTION.

**THE Undersigned has received instructions to sell by Public Auction on**

**TUESDAY, the 30th September 1919,**

commencing at 11 a.m. at the Kaulung Sze Yeuk Kaifong Ferry Co., Ltd. Wharf, Mongkok

**The Steam Launch "Sze Yuk"**

Length 60'8"  
Breadth 12'0"  
Depth 5'3"

Tonnage Gross 25.35  
Tonnage Nett 17.67  
Terms: Cash on delivery.  
**Geo. P. LAMMERT,**  
Auctioneer.

**THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.**

Head Office: 6 Des Voeux Road, Old Bank Branch: Paooff Building.

**FOR THE YEAR TO COME**  
Precision is important in all things. This applies to your own finances. The best way of providing for the future, freely, is by

**OPENING A SAVINGS ACCOUNT WITH US.**  
It is to start.

**SYSTEMATICALLY it will grow to THOUSANDS.**

## OUR MANILA LETTER.

(From Our Own Correspondent.)

Manila, Sept. 19.

Government officials are still puzzling over the problem of the rice supply. Records are now available showing that 101,993,000 kilos of rice and 13,549,000 kilos of paddy had been shipped to Manila from the provinces up to Aug. 31. These figures are very near equal to the total shipments for the entire year of 1918. To the natural question which then arises, as to why is there a rice shortage, the reply is that the situation is due to faulty distribution. The rains and floods of July and August interrupted the traffic on the Manila Railroad whose lines are only now being repaired and nothing like normal service is yet restored. Government officials point out that due to the price fixing arrangement rice in the Philippines is costing less than in Hongkong and Japan. The corn harvest which has begun in southern provinces will help solve the rice shortage.

Business men here are pleased over the news just received of the U.S. Shipping Board's allocation of ships to the Pacific trade, which will mean 15 ships insuring weekly sailing from San Francisco to China and Japan and the Philippines, 4 ships from Los Angeles to China, Japan, and the Philippines; 14 ships from Seattle to Siberia, Manchuria, Japan and the Philippines; 4 ships from Portland to the Orient. Announcement is also made of a line of steamers from Boston to Manila.

Announcement has been made that a group of Japanese capitalists, with a capital of two million yen, will enter the manufacturing field in the Philippines to make cloth from hemp waste, as a substitute for cotton. Factories are contemplated at Legaspi, Cebu and Davao. The company is known as the Chugai, Shoko, Kabushiki Kaisha, a 20,000,000 corporation with home offices at Osaka.

Advices from Portland and Seattle are to the effect that large storage tanks for coconut oil will be erected at these ports as an inducement to Philippine trade.

Imports exceed exports by nearly a million pesos for the Philippines in August, according to the Collector of Customs, who reports that for only one month of the present year has the trade balance been in favour of the islands. This is due to the marked slump in hemp exports which for last month were worth 2,793,000 pesos as compared with 12,780,000 for August of 1918. Big increases are noted in the importation of iron and steel and automobiles as well as electric supplies and perfumeries. Coconut oil and sugar exports showed gains.

The proposal from the U.S. Post Office Department at Washington for a C.O.D. parcel post service from the United States to the P.I. is meeting firm opposition here on the part of merchants and government officials. The Philippine Chamber of Commerce has recommended against the scheme which it is claimed would seriously injure local retail business, cut the revenue from the 1 per cent. merchants' tax, and hurt the reputation of the better American manufactured goods.

**Mr. L. J. Ollier,** vice-president of the Studebaker Corporation, who has been in Manila for several weeks, sails on September 23, for Hongkong, on his return trip to the United States.

## A PEE'S GIFT.

Holder of rich fen land, worth at least 270 an acre, Lord Lincolnshire is giving over 200 acres—ten acres in each of 20 parishes—for new housing schemes. The gift represents well over £10,000 in value. The marquis wanted to give 250 acres in Lincolnshire for ex-Servicemen, in memory of his only son, killed in France; but he found he could not do it, as he is only tenant for life. But during the debate on the Housing Bill he carried an amendment empowering life-tenants to give ten acres in any rural parish to the local council for housing purposes. The moment the Bill became law he made his offer of ten acres each in 20 parishes.

## LAWN BOWLS.

## HONGKONG INTERPORT GAMES.

At a meeting of the Shanghai Lawn Bowls Association held on the 18th inst. it was decided to send a team of lawn bowlers to Hongkong to play Interport matches on or about the end of the present month, says the *N. C. Daily News*. The team selected to represent Shanghai in the interport match are Messrs J. C. Macdougall (skip), A. A. Malcolm, A. W. McCallum and Arch. Taylor. The other gentlemen making the trip, who will take part in the various games, are G. McMurdo and F. L. Marshall. The captain in charge of the team will be Mr. F. L. Marshall and it is the earnest desire of all local bowlers that he will be able to bring to Shanghai the Hongkong flag. There are now five bowling clubs in the Crown Colony, and considered very strong, so that it will be a great achievement if our representatives manage to win. The team is very sound in all positions. Mr. Macdougall as skip is certainly entitled to that position, his splendid play this season more than justifying him for the post. Malcolm, as third wood, should give the skip great confidence on account of his sound judgement and ability to drive or draw. Mr. A. W. McCallum, although not appearing in the limelight to any pronounced extent, is and always has been a very steady and reliable bowler with a perfect delivery, and the fast greens at Hongkong should appeal to him. Mr. Arch. Taylor is easily the best first wood in Shanghai at the present time and his knack of "finding" the strength of the green should be a great asset to the team. Of the other two gentlemen, Mr. McMurdo is too well known to require expounding upon. As a bowler, when in form, he is of the very best, but unfortunately he has not been well lately and it is hoped the trip will fix him up again. Mr. F. L. Marshall, the captain, is also an excellent bowler to be there or thereabouts. He is to shoulder the responsibility of carrying everything through to order and no happier choice could have been made. Taken altogether, the team is well balanced, every player being a trier, and is very representative of Shanghai.

We understand that Hankow cannot send a team to Hongkong so there will be no triangular games as hoped for.

## V.R.C.

## ANNUAL AQUATIC SPORTS.

The above sports will be held on Thursday 2nd, Friday 3rd, (both days at 4.30 p.m.) and Saturday 4th, October at 3 p.m. The events are as follows:—

## FIRST DAY.

Two Lengths Hurdles Handicap  
Two Lengths Novices Handicap  
440 yards Club Championship  
Bunning Header  
Ladies Two Lengths Handicap  
Two Lengths Handicap  
Girls Two Lengths Handicap  
Two Lengths Team Race (Six men) Open to any unit, corps or club.

## SECOND DAY.

Four Lengths Handicap.  
Two Lengths Handicap Boys (Boys under 14 years of age.)  
Long Flunge.  
Two Lengths Handicap Open to Army and Navy (Post entries).  
Two Lengths Handicap Ladies (Winners of the 1st day barred).  
Two Lengths Handicap Final.  
Two Lengths Handicap Girls (Winners of the 1st day barred).  
Two Lengths Team Race.

## THIRD DAY.

Two Lengths Hurdle Handicap Final.  
100 Yards Boys Championship (Open to boys of 16 and under).  
220 Yards Club Championship.  
High Dive.  
100 Yards Ladies Championship.

Four Lengths Handicap and Final.  
100 Yards Club Championship.  
Ladies Nomination.  
Ladies Consolation (Two Lengths). Winners this season barred.  
Water Polo.

The entrance fee is 50 cents each event except Navy, Army, boys and girls free.  
The entries close on Saturday, 27th September, and will not be accepted unless accompanied by entrance fees.  
The entrance fees for Team Races are 20 cents.

## LUDENDORFF AND CERNIN.

## CERNIN'S REMARKABLE FORECAST.

Amongst the numerous revelations recently published in the German press are two confidential reports on the political, military, and economic prospects of the Central Powers in 1917. The one, written by Ludendorff, is dated the 14th September; the other, written by Cernin, is dated the 12th April. It is interesting to compare the views of the general and the politician.

Ludendorff's estimate of the situation may be summarised as follows:—

The German coal and fodder shortage is serious, and her finances are unsteady. The Reichstag majority has had a bad influence. Labour troubles may affect the supply of reserves. Austria is undoubtedly safe for some months to come. Bulgaria has become more accommodating since the French won a local success near Lake Ochrida. Turkey can be relied on for the time being. Russia and Rumania are lost to the Entente. Italy will be unsuccessful in the coming Isonzo battle. (The Italians were defeated at Caporetto in the following month.) Both she and France are suffering coal and food shortage because of the submarine war. The British Government is encountering "powerful social difficulties"—if England were to make a serious peace offer "it would mean that she no longer hopes to win the war." The Entente relies on America, but fears that the leadership will pass into America's hands. America must be neither underrated nor overrated.

Germany's military position is good. Nevertheless, she ought to make peace if she can secure terms that will safeguard her industrial and economic future and "enable her calmly to await another defensive war." Without the occupied regions her food difficulties would have been serious. Her territory must therefore be increased. Courland and Lithuania must be annexed. Frontiers that are strategically unfavourable must be altered. Upper Silesia, the Lotharingian and Luxembourgian ore districts, and the Rhenish-Westphalian industrial area must be protected by additional annexations, and Germany must retain the country both sides of the Meuse as far south as St. Vith. If this cannot be done, "it would be preferable to fight on and not to think of peace."

Belgium must be united to Germany industrially and economically. Divided into Flanders and Wallonia, she could herself take over the defence against France and England, and when the German occupation is over she could have her own army and navy. As for Belgian neutrality, "it is a phantom that does not merit practical consideration." Moreover, union with Belgium will draw Holland towards Germany, especially if her colonial possessions are guaranteed to her by a Japan allied to ourselves. In order to maintain her commerce "in the next war" Germany must have an African empire and naval bases in South America.

## A PESSIMISTIC FORECAST.

Count Cernin's report written five months before Ludendorff's, was addressed to the Emperor Charles. It is said—and the statement is confirmed by Cernin himself—that Erzberger saw it at Vienna, and indiscreetly told some of his friends about it. It is alleged that the Entente ultimately got to know the contents, and that Lloyd George and Ribot at once abandoned the peace mission they were about to undertake in the summer of 1917. Cernin wrote:—

It is perfectly clear that our military strength is approaching its end. I need only point to the decline in raw material for the production of munitions, to the completely exhausted human material, and, above all, to the dull despair, mainly due to under feeding, that has overpowered all classes of people and renders it impossible for them to bear the suffering of war much longer.

Although I hope that we shall succeed in holding out during the next few months and pursue a successful defensive, I am perfectly clear that another winter campaign there will be fundamental changes within the Empire. If the monarchs of the Central Powers do not make peace within the coming months then the people will make peace over their heads, and the waves of revolutionary action will sweep away everything for which our brothers and sons are to-day still fighting and dying.

Cernin maintains that the collapse of Russia is a favourable moment to make peace overtures. Proposals, even if they involve heavy sacrifices, must be made before America has had time to alter the entire military situation against Germany. As for the submarine war, Cernin thinks that the hopes based on it are utterly illusory. "Nothing is more dangerous than to believe in things you want to believe. It is more fatal than to believe in things you do not want to believe. It is more fatal than to believe in things you do not want to believe. It is more fatal than to believe in things you do not want to believe."

## WONDERS OF WIRELESS.

## MARCONI HOUSE TO STARTLE THE WORLD.

Wireless wonders that will startle the world are promised by Marconi House.

"Almost anything is possible for wireless telegraphy," a Marconi expert told a *Daily Chronicle* representative recently. "During the war research and experiment were held up owing to the employment of experts on Government work and to the need for concentration on warlike activities, but we are going ahead now, and there will be some remarkable developments."

It has already been demonstrated that one can send a message by wireless straight from this country to an office in Australia, and that by means of magnifying receivers this can be done without the aid of a large and elaborate equipment of aerials.

## FIRST MESSAGE TO AUSTRALIA.

"In fact, the first message to be sent to the Antipodes in this way, which was in the nature of an experiment, demonstrated what can be done by magnifying receivers. It was sent straight to the private house of the Marconi manager in Australia. The magnifying receiver was used, and the whole equipment was contained in a small frame that one could put on the table."

In the ordinary way the larger the aerials the stronger the signals you receive, but the magnifying receiver magnifies the current up to any strength. You only require a certain strength to receive a message, and if you can magnify it you can reduce the size of your aerials.

## PHOTOS BY WIRELESS.

"You can do with wireless anything that can be done by ordinary telegraph and you will in time be able to transmit a photograph by wireless and the morning newspapers in Sydney and Melbourne will be able to print wireless pictures of news events occurring in London the afternoon before."

We shall be able to operate type-writing telegraph machines, by which a wireless message can be received, and simultaneously rolled off in a type-written sheet, at the rate of 100 words a minute.

"Wireless developments will be a great aid to navigation. Before the war, if a ship was equipped with wireless she could always keep in touch with land via other ships possessing similar installations."

"Our directional wireless apparatus will now enable her to ascertain her exact position in fog or bad weather, even if her compass is smashed and all her navigating instruments washed overboard."

The astonishing ease with which the most powerful monarchy has just been overthrown may help to produce serious reflection. Let no one reply that things are different in Germany or Austria-Hungary. Let no one reply that the firm roots of the monarchical idea in Berlin and Vienna exclude such an event. This war has begun a new era in the history of the world. The world is not the same as it was three years ago. The statesman who is not blind or deaf must realise the dull anger that rages amongst the broad masses.

Cernin points out that the Russian Revolution is deeply influencing the subject Slavs, and that a fatal crisis may come any day. He does not think the internal situation in Germany is any better than in Austria, and fears "that military quarters in Berlin are surrendering to certain illusions." He adds: "I am as sure as a rock that if Germany should attempt another winter campaign there will be fundamental changes within the Empire. If the monarchs of the Central Powers do not make peace within the coming months then the people will make peace over their heads, and the waves of revolutionary action will sweep away everything for which our brothers and sons are to-day still fighting and dying."

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Sir E. Wilde (CU, Upton) said:

Alabaster T. G.      Yarnham Mr & Mrs  
Bhine T.      S. H.  
Bath-crofts T. C.      Loxan W.  
Eglin M. A.      Mrs Rye      Holl Mr & Mrs  
G. H.  
Cassidy M.      M. O'Connelly H.  
Carruthers M.      Conq. J. k Capt T. W.  
C. & M. J. J.      Robinson L. G.  
O'Neil M. T.      Saeche M. G. A.  
Dunne M. & M.      Street F. Holman.  
E. H.      Street W. & M. & P.  
Drohan M. A.      M.      Hetch Mr & Mrs E.  
G. W.      M.  
H.      Stevenson D. V.  
H.      Thompson M. & M.  
H.      T. Brown.  
H.      T. Allen.  
H.      T. Allen.

J. R. Hawthorne	R. Harrison
B. Haddicks	S. Sirisook
Master C. Ham-	Capt. A. Sveen
mes	Dr. I. O. Spillane
W. & M. C. J.	Dr. A. B. Spiza
Hammes	M. and Mrs.
Mrs. F. Hammes	Stewart and
K. Harnack	family
A. Johnston	F. Taylor
Jayamangala	F. O. Todd
de Jong	M. and Mrs. W.
Mrs. J. John-	Underwood
stone	G. P. Weston
J. Jones	S. Saing Antu
	W. J. Ziegler

Mr. Trevelyan Thomson (L. Middlebrough, W.) moved an amendment providing that, on pending investigation, the Board should, without waiting for a committee report at the hearing by the board, the price, which would not be reasonable profit maximum wholesale and retail prices, be set at the level of the cost of production.

Mr. A. Geddes said he was prepared to accept the principle of the amendment, but thought that the

On a division the Attorney General's amendment was carried 176 to 53. Commander Kenworthy moved to omit a subsection, which provides that the Board of Trade inspectors, on any complaint, require the complainant to purchase the article at a price which would be a reasonable profit.

Mr. G. Hewart moved the amendment but, after some discussion, in which it was pointed out that a salary might be required for the inspectors which had become a question during the inquiry, the amendment was not carried. The report of the gentleman revised the amendment and carried to the vote.

... triumph were the last large  
... vessels designed by Sir E. J. Reed,  
... and were laid down in 1902 for  
... the Chilean Government. After-  
... wards Russia sought to acquire  
... them, but the British Admiralty  
... intervened. They rendered ex-  
... cellent service off Gallipoli, and  
... when the first blockading ex-  
... pedition at the Belgian ports de-  
... termined the feasibility of such  
... operations, Switzerland was  
... concerned. She was taken to  
... almost completely dis-  
... arm, and made ready for  
... moving into Ostend Harbour.  
... The armistice intervened.

Apply to the Manager for terms.

...demonstrated the feasibility of such enterprises. Swiftsure was sacrificed. She was taken to Osham, almost completely dismantled, and made ready for running into Ostend Harbour. At the armistice, intervened to

# LOOK UP

## W. D. LOVERIDGE



## EARLIER TELEGRAMS

## GREAT NAVAL REUNION

London, Sept. 23.

There was a memorable function at the Portsmouth Town Hall when a number of Admirals and the lower deck dined in neighbourly fashion at great Naval Reunion to celebrate peace. The affair was entirely organised by the lower deck. Four hundred guests sat down. A scintillating galaxy of Admirals and naval heroes, was headed by Earl Beatty, whose car was pulled by the Olympic gun crew to the steps of the Town Hall where a wonderful and picturesque welcome was accorded. Earl Beatty headed the procession of guests amid strains of Rule Britannia and sat next to a petty officer.

A presentation was made to Earl Beatty after dinner, who responding to the toast of his health referred to the comradeship in the Navy as one of the strongest units of its efficiency. Never had a great Navy such a difficult task giving so little opportunity for honour and glory. The world did not yet know all the Navy's glorious deeds. Earl Beatty stirringly recalled some of the most brilliant exploits and most glowing acts in the war wherein sinking comrades had shown a courage which was utterly invincible. In the era of economy which had now set in, reductions were inevitable but he hoped they would carry with them justice and still afford adequate assurance for our overseas enterprises.

He stated that the Navy's efficiency was never greater than to-day. He hoped it would be found possible to devise means whereby the best brains from all ranks could be utilised for the highest positions. (Loud Cheers.)

Referring to the unquenchable courage of the Navy at the Portsmouth banquet Earl Beatty mentioned that when his squadron passed the remnants of the Queen Mary and the Invincible in the Battle of Jutland the survivors aboard those ships took off and waved their shirts and cheered.

## THE PRINCE IN CANADA.

Vancouver, Sept. 22.

The Prince of Wales had a great reception. The city was lavishly decorated. Replying to a civic address he referred to British Columbia as the western bulwark of the British Crown. He was amazed at the splendid city. Vancouver had grown up in the last thirty years. The tribute the brains and enterprise of the great men who linked the Atlantic and Pacific despite tremendous natural obstacles by means of the great trans-continental railways. He hoped British Columbia would always be one of the great bases of British seapower. He referred to Australia and New Zealand, which he was looking forward to visiting soon, which were building up a pure British civilisation under the Southern Cross. He said the services of the naval forces of the Dominions in the war were magnificent. He recalled that the great battle east of Amiens in August 1918, which was the beginning of the victorious advance on Germany, was fought by Canadian, Australian and old country divisions, side by side, typifying the unity of the self-governing democracies of the Empire. In this connection he tributed General Botha whose career was a marvellous tribute to the breadth of justice and generosity of the British cause. He concluded that he came to Canada as a Canadian and was doing his best to become a westerner. He emphasised how strongly the keen young spirit of the west appealed to him. His next visit to Canada would be as soon as possible.

## FRANCO-BELGIAN ECONOMIC RELATIONS.

Paris, Sept. 22.

The French Minister of Industrial Reconstitution said good work had been done at Brussels by the Supreme Economic Council. Franco-Belgian economic relations would now become closer than ever, France wishing to reserve a regime of preference for Belgium. The port of Antwerp has a great interest for the French. Although the export of minerals had been prohibited France wanted to make an exception in favour of Belgium. —Havas.

## PRO-BRITISH DEMONSTRATION AT BUDAPEST.

Vienna, Sept. 24.

News that Trans-Danubian Hungary will be occupied by British troops was received with enthusiasm in Budapest. There was a great pro-British demonstration at the Opera last evening. General Gorton was ovated and the orchestra played "God Save The King." Premier Friedrich who was present was hissed.

## THE BULGARIAN TREATY.

Paris, Sept. 22.

French papers generally point out that all clauses of the Treaty of Peace with Bulgaria bear evidence of the relative kindness with which Bulgaria has been treated. Serbia, Greece and Roumania most probably will be dissatisfied. Bulgaria which confesses that she was culpable and is ready for reparations wants to get away from the war greater and more powerful than she was before 1914. —Havas.

## FRENCH TRADE PROBLEM.

Paris, Sept. 22.

The French trade problem remains acute. Prominent members of the Chamber of Commerce state that the interest of French manufacturers and traders is to import only necessary and raw materials that will enable them to export as many articles which constitute the great part of French production. —Havas.

## EARLIER TELEGRAMS

## THE RUSSIAN SITUATION.

London, Sept. 22.

The War Office says that Denikin is apparently within forty miles of Astrakhan. Strong Bolshevik cavalry, supported by armoured cars, crossed Koper River, forty miles northeast of the junction with the Don. Heavy fighting is proceeding. The Don army progressing along the Volga-railway, prisoners 1,200 and captured five guns in recent operations. Denikin has gained another great success in the capture of the important town of Kurak.

London, Sept. 23.

A Moscow wireless asserts that Koltchak has resigned the title of Chief Ruler in favour of Denikin.

The "Daily Chronicle" in a leader says the time is ripening to adjust relations between Koltchak and Denikin. It is unreasonable for the Denikin Government, representing a large part of European Russia, to be subordinate to the Siberian Government.

Bern, Sept. 23.

The Lithuanian Press Bureau says Lithuanian troops are within three kilometres of Dvinsk. Lithuania has refused to negotiate with the Bolsheviks unless the Allies and Latvia and Estonia jointly negotiate.

The "Daily News" correspondent at Paris says General Etienne has arrived at Riga and it is reported he will represent France in negotiations of the armistice between Baltic States and the Bolsheviks.

## AMERICAN STEELWORKERS' STRIKE.

New York, Sept. 22.

The nation wide strike of steelworkers has begun. A varying response is reported from the principal centres. Many mills continue to work with reduced staffs. The steel workers' secretary states that 284,000 have struck of whom 60,000 are in Chicago, and 30,000 in Cleveland. The companies claim that most of the strikers are non-Americans. The Unionist workers of the Bethlehem Steel Company are not participating pending a conference with the company. United Mine workers of Cleveland have resolved not to strike sympathetically.

## THE VICTORY OF THE MARNE.

Paris, Sept. 22.

There was a crowded attendance at the Trocadero, Paris, in celebration of the fifth anniversary of the first victory of the Marne. Among those present was General Manourk who received a tremendous ovation. The Minister of Marine made a speech. —Havas.

## THE IRON FOUNDERS' STRIKE.

London, Sept. 23.

As a result of the iron-founders strike the outlook in the Midlands is very black. It is expected that 36,000 engineers in Leeds, 16,000 workers at Wolverhampton will be idle shortly. The strike has spread to the Southampton shipyards.

## FIUME.

Rome, Sept. 22.

The "Tempos" Trieste correspondent says a number of Yugo Slavs threw a bomb in a street at Fiume. One was killed and several injured.

The "Popolo Italia" publishes an appeal by D'Annunzio to open a national subscription on behalf of Fiume.

## YUGO-SLAVS AND DALMATIA.

Rome, Sept. 22.

It is semi officially stated that the Yugo Slavs' attempt to land on the Dalmatian coast was frustrated by the Italian naval and military authorities' energetic measures.

## THE GERMAN CONSTITUTION.

Versailles, Sept. 22.

Herr Lersner on behalf of Germany has signed the protocol declaring article sixty-one null.

## SECRET TREATY DENIED.

Paris, Sept. 22.

The important German paper "Politische Nachrichten" denies the assertion that a secret treaty has been concluded between Germany and Japan. —Havas.

## THE SILVER MARKET.

London, Sept. 23.

Silver is quoted at 87 and 87 1/2.

## MARKET NEWS

## COTTON.

Barclay's Bank review for August says the whole fluctuations on the Market at Liverpool have been quite a daily feature showing a net increase from June 30th to July 24th on Bulky Middling (Low Middling Clause) Basis of 130 points (i.e. from 20.74 to 22.04). Spot sales for the first half of the month were in excess of estimates. The dispute between the employers and the operatives has fortunately been settled, but the stoppage has three weeks is the more to be regretted as manufacturers had plenty of work at good prices held up, and in the best interests of the nation it is imperative that trade should not merely be brought to pre-war level, but expanded beyond that point. The prospects for spinners and manufacturers are undoubtedly bright, as prices are at a high level. Nevertheless, regard must be given to the prevailing industrial unrest, and also to the present coal crisis, which is proving a very disturbing factor to this, as to most other industries. The monsoon rains in India appear to have been favourable, but the demand from that quarter, although better than it was, is still. An improvement, however, seems probable, as stocks there cannot be large, but cabin delays are still a hindrance to the resumption of activity. China continues to buy freely, and there is an encouraging demand from Java and the Straits Settlements. The weather reports from America vary, but the consensus of opinion is that the rain has been excessive, and that not only has it retarded growth, but also caused depreciation by the spreading of weeks and the greater activity of the boll weevil. Because of the weather and the reduced acreage, the production will probably be smaller than for several years, one estimate being that the crop will not exceed 11,000,000 bales. The fall in the American Exchange has a considerable bearing on prices, a fall of one cent being estimated as equivalent to four points on the Liverpool Cotton Exchange. Reports from New York indicate that business there is hampered by the continued depreciation in sterling exchange, and also by a Marine Strike.

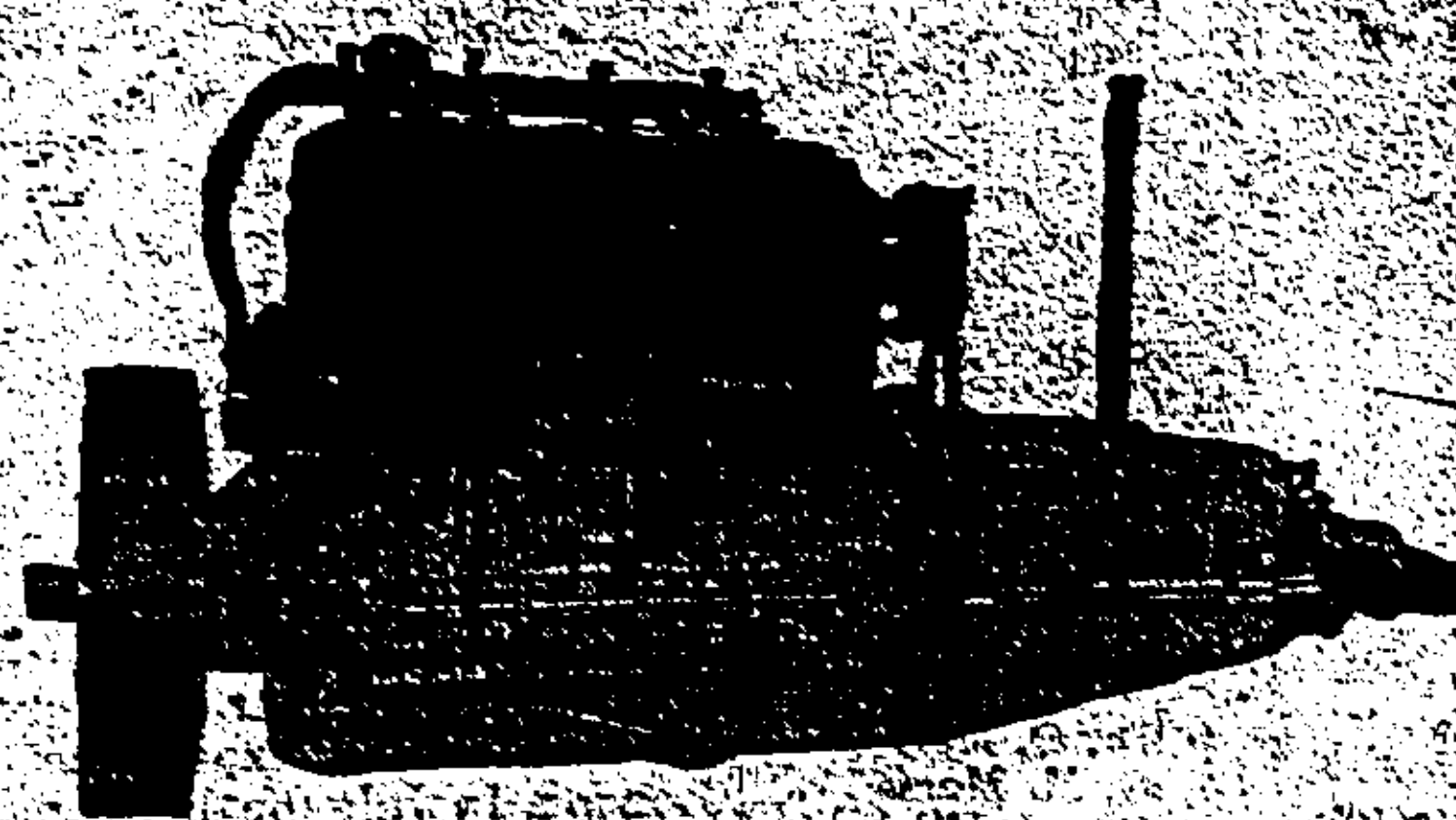
## OUR OVERSEAS TRADE.

Mr. E. Manville, president of the Association of Chambers of Commerce, in forwarding to the Prime Minister, on behalf of the association, a letter addressed by the council to Sir Arthur Steel Maitland on his resignation from the Department of Overseas Trade, states: "You will readily believe that this association, composed as it is of a large section of the commercial and industrial community of the country, attaches the utmost importance to the development of the department dealing with overseas trade. We have had experience of the energy and ability which Sir Arthur Steel Maitland has exhibited in the organisation of the department up till the present time, and we believe that, had he received sufficient support from the other departments of State concerned, he would have brought his own into a satisfactory state of efficiency. We particularly wish to draw your attention to the fact, of which you are doubtless well aware, that his resignation was caused by his appreciation of the fact that unless his department received that adequate support success could not be achieved, and, since we believe that there is no subject more important to the welfare of this country than the development of our overseas trade, we take this opportunity of impressing upon you our great disappointment at the continual lack of that Government support which is essential if this department is to be of service to the nation." Further, we consider that it matters not who has been or may be appointed to succeed Sir Arthur Steel Maitland. No measure of real success can be hoped for until the obstructions which undoubtedly exist in the Government departments concerned are entirely removed and replaced by more whole-hearted support. We earnestly hope that you will give our views consideration, and that we may receive from you some assurance that a better state of affairs will prevail in the future than has been the case in the past. This is the only way, we believe, to stave off the alarm which is felt in commercial circles all over the country, and the attitude hitherto adopted by the Government towards the development of overseas trade."

## MOTORS

## RED WING THOROBRED

THE MARINE MOTOR WITH POWER TO SPARE



## GENERAL DESCRIPTION

This motor is a four cycle, four cylinder L head type motor. In general appearance it is compact and clean cut, yet there has been incorporated the greatest degree of accessibility for such adjustments as daily service requires. Careful design and manufacture under the most rigid system of inspection and final test ensures a motor of extreme refinement, that is quiet, smooth running and powerful with the added and very important feature of economy of operation. The large valves, free intake and exhaust passages and carefully balanced and light weight reciprocating parts make this motor unusually powerful at the slow speeds as well as the higher speeds up to 1400 R.P.M. There is no unpleasant vibration at the high speeds.

In order that this motor shall stand up and have endurance under severe conditions, there have been provided liberal proportions of such features as bearing area, water jacket volume and connecting rod & crank shaft strength. Lubrication is direct and positive. The use of accurately graduated, helical timing gears and entirely enclosed and lubricated push rods, valve springs, etc., make one of unusual silence in operation.

4 MODELS IN STOCK—14 TO 40 HORSE POWER

SHEWAN TOMES &amp; CO. MOTOR DEPARTMENT.

Garage No 7 Russell St.

Phone 659.

## TABAQUERIA FILIPINA (SHANGHAI)

THE LEADING TOBACCONISTS IN THE EAST.

A STORE WILL BE OPENED IN HONGKONG AT 10 DES VŒUX ROAD.

BEFORE THE END OF THIS MONTH WHEN THE NECESSARY PREPARATIONS HAVE BEEN COMPLETED.

TABAQUERIA FILIPINA,

26 ICE HOUSE ST. (TEMPORARY OFFICE)

## EVERY DROP OF



Brandy is unequalled as a pleasant wholesome stimulating tonic. It is aged in wood for years before being bottled.

Obtainable Everywhere

Sole Agents

H. BUTTONEE &amp; SON

Wine &amp; Spirit Merchants

10, Queen's Road, Central

HONGKONG



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## YOUR TELEPHONE!

THE OPERATORS AT CENTRAL ARE READY TO SUPPLY YOU WITH QUICK SERVICE; HELP THEM AND YOURSELF BY OBSERVING THE FOLLOWING SIMPLE RULES:-

WHEN CALLING SPEAK SLOWLY AND DISTINCTLY WHEN GIVING YOUR NUMBERS TO THE OPERATORS.

EMPHASIZE THE FIVE AND THE NINE WHEN ANSWERING. ANSWER PROMPTLY AND SAY WHO YOU ARE.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

THE CHINA & JAPAN TELEPHONE & ELECTRIC COMPANY LIMITED.

Sole Agents:

THE CONNAUGHT MOTOR CAR COMPANY,

Studebaker

Tel. No. 4913.

28, Des Vaux Rd.

Central.

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A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car At a price within the reach of all.

A Consignment of Studebakers has just been landed. Inspection and Enquiries are cordially Solicited.

## CIGARS CIGARS

MUST ARRIVED FROM HOLLAND A CONSIGNMENT OF

## "FLOR DE ROELOFS"

FIRST CLASS DUTCH CIGARS

Apply for quotations and samples sole Importers

"TRANSMARINA" Trading Company Hotel Mansions.

## JAMES STEER.

9, ICE HOUSE STREET. WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL INSTRUMENTS REPAIRED UNDER MY PERSONAL SUPERVISION.

TEL 2877.

TEL 2877.

## SHELL

MOTOR SPIRIT

The Asiatic Petroleum Co. (South China) Ltd.

## JUST ARRIVED

A large selection of

FINEST LACE TABLE COVERS: ROUND & SQUARE, SWATOW DRAWN WORK & SILK EMBROIDERIES, ALL KINDS OF LADIES' FANCY GOODS, FOR WHOLESALE AND RETAIL. PRICES MODERATE.

SWATOW DRAWN WORK CO.

Tel. No. 2860.

No. 14, Des Vaux Rd. (Ct.)

## NOTICE

## Yorkshire Insurance Co. Limited.

ESTABLISHED 1884.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO. AGENTS.

## HIMROD'S

Give Instant Relief. No matter what your remedy was may be, if you have HIMROD'S ASTHMA, BRONCHITIS, OR ORDINARY COUGH. You will find it the best remedy for your trouble. It is simply the best. CURE FOR ASTHMA.

## EXCHANGE.

## SELLING.

T/T	4/3 1/4
Demand	4/2 7/16
30 d/s	4/2 9/16
60 d/s	4/2 11/16
4 m/s	4/2 13/16
T/T Shanghai	Nom.
T/T Singapore	177 3/4
T/T Japan	171 1/2
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	86 3/4
& New York	
T/T Java	223 1/2
T/T Marks	Nom.
T/T France	7.50
Demand, Paris	

## BUYING.

4 m/s. L/C	4/3 1/4
4 m/s. D/P	4/3 3/4
6 m/s. L/C	4/3 7/8
30 d/s. Sydney and Melbourne	4/4
30 d/s. San Francisco & New York	88 1/2
4 m/s. Marks	Nom.
4 m/s. France	7.70
6 m/s. France	7.76
Demand, Germany	
Demand, New York	86 1/2
T/T Bombay	Nom.
Demand, Bombay	
T/T Calcutta	Nom.
Demand, Calcutta	
Demand, Manila	180
Demand, Singapore	177 3/4
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	4.70 Nom.
Gold leaf per Tael	33.60
Bar Silver, per oz forward	63

## SUBSIDIARY COINS.

DISCOUNT PER \$100:	
H'kong 50 cts sub.	3 3/4 pm.
" 10 "	4 1/4 pm.
" 5 "	4 3/4 pm.
C. coins	7 1/2 pm.

## COMMERCIAL NEWS.

## RIVALS SCOOP OUR TRADE.

British over-seas trade, hampered by rising prices, labour unrest, and depreciated currency, is also suffering from the uncertainty caused by the Government's delay in announcing its trade policy. "Half the over-seas commerce of the country is held up by the uncertainty as to what is to be our policy," said Mr. E.B. Tredwell, well-known in the export trade of London, chairman of the Merchants' Committee of the London Chamber of Commerce and the Australian Merchants' Association. "The Government has not got the pluck of a mouse. Almost all contracts and quotations in advance of contracts are made on the basis of the price on the day of delivery, and it is impossible to place any orders with any guarantee as to time of delivery. Therefore all foreign trade becomes impossible, and the United States, which can quote fixed prices and guarantee delivery within certain times, is scooping up all the business she likes to take."

## PEAK TRAMWAYS CO. LTD.

## TIME TABLE

## WEEK DAY

## NIGHT CARS

## SATURDAY EXTRA CARS

## 12.00 midnight SUNDAY

## NIGHT CARS

## SPECIAL CARS

## By arrangement at the Company's Office

## ALEXANDER, HENDERSON, &amp; CO. 11, QUEEN STREET, HONGKONG.

## JOHN D. HUMPHREYS &amp; SONS

## THE HONGKONG &amp; SOUTH CHINA WAR SAVINGS ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

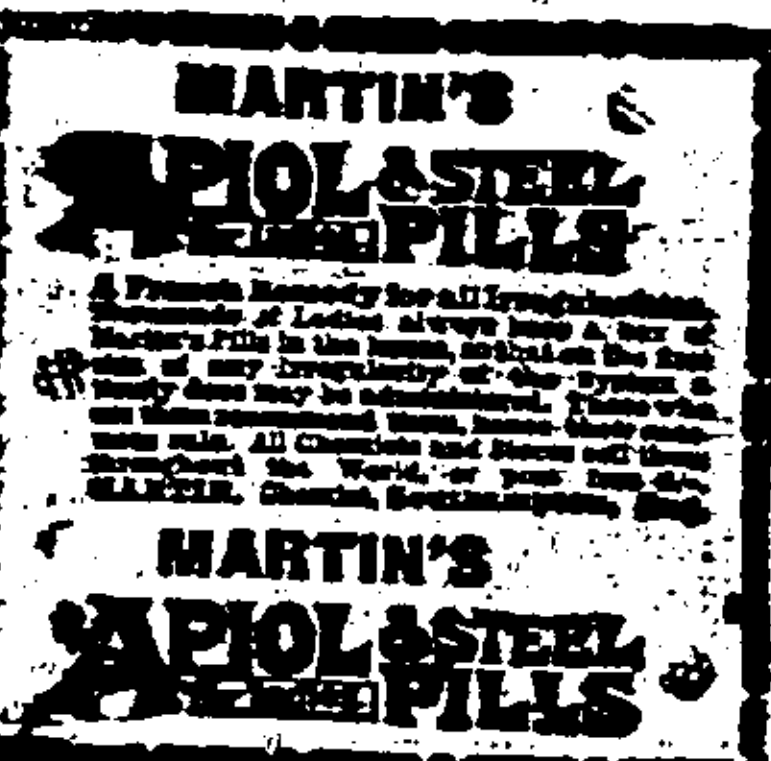
THE UNION INSURANCE SOCIETY OF CANTON, LTD. Honorary Secretaries & Treasurers. Hongkong, 15th January, 1919.

## RAMSAY &amp; CO.

WE HAVE A LARGE SELECTION OF TYPING MACHINES IN STOCK AND SOLICIT YOUR KIND INSPECTION.

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from AUSTRALIA a large shipment of LACTOGEN, UN-SWEETENED CONDENSED MILK, STERILIZED NATURAL MILK, MALTED MILK and SWEETENED COCOA and MILK, sold at very reasonable prices owing to the present high rate of Exchange, especially for Retailers.



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## NOTICE

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OTHER BRANCH OFFICES

Shanghai-Peking-Tientsin-Hankow and Manila.

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organized especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Local Currency, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed. Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

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Specialized in China by Presidential Mandate of 2nd November 1912. Authorized Capital \$100,000,000.00. Paid-up Capital \$13,575,000.00. Reserve Funds \$1,197,403.00.

## HEAD OFFICE, PEKING.

BRANCHES & SUB-BRANCHES: (Peking): Haining, Tungeh, (North): Miyun, Chobian, Pabien, Ninkuan, Huashan, (Chili): Tientsin, Paochun, Lohai, Tientsin, Sangfang, Shuangfeng, Tangshan, Taming, Chobian, Weishan, (Manchuria): Changchun, Moudun, Kirin, Tsitsihar, Newchang, Liaoyuan, Hehe, Haiming, Taonan, Harbin, Dabai, Antang, Tieling, Chingchun, Sifeng, Hulan, Suifu, Hailin, Ningxia, Kung-ching, Liaoyang, Fuyi, Yenching, Kaiping, (Hupei): Hankow, Shui, Ichang, (Hunan): Changsha, (Kiangsu): Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wuxi, Hsuehchow, Tungeh, (South): Tientsin, (Shantung): Tsinan, Tientsin, Chobian, Tientsin, Lintsin, (Shansi): Taiyuan, Yensheng, Sinking, Tientsin, (Honan): Kiating, Chobian, Hsueh, (Kwangtung): Hongkong, Canton, Swatow, Kungchow, Fuchien: Fuchow, Amoy, Hankow, Chuanchow, Changchow, Samsao, (Chekiang): Hangchow, Shaoxing, Hsuehchow, Kiating, Wenchow, Ningpo, Lanchow, Yuyao, Haimen, (Kiangsi): Nanchang, Kiating, Kiangchow, Chobian, Chobian, (Anhui): Wuhu, Anking, Pangfow, Luchow, Tientsin, Tientsin, Luan, (Szechuan): Kweichow, Kweichow, (Shansi): Sian, Hangchow, (Suiyuan): Kweichow, Paochow, (Tashar): Kiating, Fenchow, (Urga): Urga, Haimen.

## HONGKONG BRANCH.

Interest allowed on current accounts and fixed deposits. Terms on application. Every description of Banking Business transacted. Loans granted on approved securities. Special facilities for home exchange.

## TSUYEE PEI, Manager.

## BANQUE INDUSTRIELLE DE CHINE (FRENCH BANK).

Subscribed Capital Frs. 75,000,000. Paid-up Capital Frs. 27,500,000. (1/5 of the Capital Frs. 25,000,000, subscribed by the Government of the Chinese Republic). Chairman of the Board of Directors: Andre Berthelot. General Manager: A. J. Pernot.

## HEAD OFFICE

## 74, Rue Saint-Lazare, PARIS

## BRANCHES

Shanghai, Peking, Tientsin, Hankow, Canton, Harbin, Manchuria, Korea, Japan, etc.

## IN FRANCE: Societe Generale pour l'Industrie et le Commerce de France.

IN LONDON: The London County Westminister and Paris Bank Ltd. IN NEW YORK: The Bank of New York and Trust Co. IN HONGKONG: The Bank of China.

## TELEGRAPHIC ADDRESS: CHINESE BANKING.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Every description of Banking and Exchange business transacted. Loans granted on approved securities. Special facilities for home exchange.

## HONGKONG BRANCH.

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## THE BANK OF EAST ASIA LTD.

## 司公限有行東亞

## Head Office

## No. 2, Queen's Road Central.

## Paid-up Capital \$2,000,000.00.

## Directors:

Mr. Chow Shou Son, Mr. Li Kung-shan, Mr. Kan Shou Po, Mr. Mok Ching Kong, Mr. Chan Shing Shik, Mr. Wang Yim Tong, Mr. Chan Shing Shik, Mr. Fung Ping Shan, Mr. P. K. Kwok, Mr. Ng Chang Lok.

## Chief Manager:

Mr. Kan Shou Po.

## Asst. Manager:

Mr. Li Kung-shan.

## Every description of Banking and Exchange business transacted.

## Loans granted on approved securities.

## Interest allowed on Current Deposit Accounts at the rate of 2 per cent per annum, and on Fixed Deposits at the following rates:-

For 3 months at the rate of 3 1/2 per annum.

For 6 months at the rate of 4 per annum.

For 12 months at the rate of 5 per annum.

Kan Shou Po, Chief Manager.

## THE CHINESE MERCHANTS BANK, LTD.

## 司公限有行商華

## Head Office

## 15, Queen's Road Central.

## Directors:

Mr. Chan Shing Shik, Mr. Wang Yim Tong, Mr. Chan Shing Shik, Mr. Fung Ping Shan, Mr. P. K. Kwok, Mr. Ng Chang Lok.

## Chief Manager:

Mr. Kan Shou Po.

## Asst. Manager:

Mr. Li Kung-shan.

## Every description of Banking and Exchange business transacted.

## Loans granted on approved securities.

## Interest allowed on Current Deposit Accounts at the rate of 2 per cent per annum, and on Fixed Deposits at the following rates:-

For 3 months at the rate of 3 1/2 per annum.

For 6 months at the rate of 4 per annum.

For 12 months at the rate of 5 per annum.

Kan Shou Po, Chief Manager.

## BANQUE DE L'INDO-CHINE (FRENCH BANK).

## Head Office: 15, Rue La Fayette, Paris.

## Capital — France 25,000,000.00.

## Reserve Funds — 50,000,000.00.

## BRANCHES AND AGENCIES:

Shanghai, Hongkong, Saigon, Canton, Hankow, Peking, Tientsin, Harbin, etc.

## BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris, Credit Lyonnais, Banque de France, etc.

IN LONDON: The National Provincial & Union Bank of England Ltd., Comptoir National d'Escompte de Paris, Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.

Interest allowed on current accounts and fixed deposits according to arrangement. Every description of banking and exchange business transacted.

## A. SIRE, Acting Manager.

Hongkong, October 21st, 1912.

## BANK OF CANTON LIMITED.

## HEAD OFFICE, HONGKONG

## FOREIGN EXCHANGE and General Banking Business Transacted.

## INTEREST ON FIXED DEPOSITS.

For 3 Months 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

LOOK POON SHAN, Chief Manager.

## THE BANK OF EAST ASIA LTD.

## 司公限有行東亞

## Head Office

## No. 2, Queen's Road Central.

## Paid-up Capital \$2,000,000.00.

## Directors:

Mr. Chow Shou Son, Mr. Li Kung-shan, Mr. Kan Shou Po, Mr. Mok Ching Kong, Mr. Chan Shing Shik, Mr. Wang Yim Tong, Mr. Chan Shing Shik, Mr. Fung Ping Shan, Mr. P. K. Kwok, Mr. Ng Chang Lok.

## Chief Manager:

Mr. Kan Shou Po.

## Asst. Manager:

Mr. Li Kung-shan.

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For 12 months at the rate of 5 per annum.

Kan Shou Po, Chief Manager.

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For 6 months at the rate of



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Have Unusual Qualities and an Individuality that

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## SHIPPING.

## VESSELS ARRIVED.

Kueichow, 1228, Br. Capt. Jones, Tientsin, B. & S.—Mooring—C 13.  
 Haiyang, 1363, Br. Capt. Passmore, Singapore, Douglas—Mooring—C 39.  
 Chenan, 1356, Br. Capt. Laver, Shanghai, B. & S.—Mooring—C 16.  
 Cornelia, 245, Br. Capt. Gurriero, Swatow, Braga—Mooring—Wharf.  
 Tatoutou, 661, Br. Capt. Nilland, Saigon, Ynen Seng Fat.  
 Tilibolt, 3635, Dut. Capt. Bouman, New York, J.C.J.L.  
 Tanyo Maru, 6283, Jap. Capt. Make, San Francisco, T.K.K.—Mooring—A 2.  
 Alaski Maru, 4222, Jap. Capt. Moira, Yokohama, O. S. K.—Mooring—A 4.  
 Taisema, 402, Ch. Capt. Lemos, Pakhol, Yan Fat.—Mooring—C 43.  
 Yuet Shang, 394, Ch. Capt. Ross, Swatow, Po Lee.—Mooring—Wharf.  
 Kwong Tai, 1536, Ch. Capt. Stewart, Shanghai, China Mt.—Mooring—Wharf.

## VESSELS CLEARED.

Sunning for Shanghai  
 Kwong Tai for Canton  
 Yuet Shang for Swatow  
 Sonagah for Haiphong  
 Tanyo Maru No. 1 for Hongkong  
 Alaski Maru No. 1 for Hongkong  
 Taisema for Hongkong

## POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

Shanghai—Per SUIYANG, 26th Sept.  
 Japan—Per ITOLA, 26th Sept.  
 Canada, U.S.A. and Manila—Per EMPRESS OF ASIA, 26th Sept.  
 Europe via Suez—Per IXION, 27th Sept.  
 Straits—Per FENSHIN MARU, 28th Sept.  
 Shanghai—Per SINKIANG, 29th Sept.

## OUTWARD MAILS.

TO-MORROW.  
 Macao—Per SUI AN, 26th Sept., 8.30 a.m.  
 Straits & Bangkok—Per ALASKA M., 26th Sept., 11 a.m.  
 Swatow, Amoy and Foochow—Per HAIHONG, 26th Sept., 1 p.m.  
 Philippine Islands—Per YUEN-SANG, 26th Sept., 2 p.m.  
 Haiphong—Per HANOI, 26th Sept., 3 p.m.

SATURDAY, 27TH SEPTEMBER.  
 Macao—Per SUI TAI, 27th Sept., 1.30 p.m.  
 Shanghai and North China—Per CHENAN, 27th Sept., 3 p.m.  
 Macao—Per CHUEN CHOW, 27th Sept., 4.30 p.m.  
 SUNDAY, 28TH SEPTEMBER.  
 Macao—Per SUI AN, 28th Sept., 8.30 a.m.

Straits, Bangkok and Calcutta—Per ITOLA, 26th Sept., 9 a.m.

Swatow, Amoy & Formosa via Keelung—Per HOTEN M., 28th Sept., 9 a.m.

Weihaiwei, Chetoo and Tientsin—Per KUEICHOW, 28th Sept., 9 a.m.

TUESDAY, 30TH SEPTEMBER.

Swatow and Bangkok—Per LIANGCHOW, 30th Sept., 9 a.m.

Shanghai and North China—Per SUIYANG, 30th Sept., 10 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhannushkodi, Egypt and Europe via SUEZ—Per ELPENOR, 30th Sept., Reg. 9.45 a.m. Letters 10.30 a.m.

The Parcel Mail will be closed on Monday, 29th Sept., at 5 p.m.

Swatow, Amoy & Foochow—Per HAITAN, 30th Sept., 1 p.m.

Philippine Is.—Per TAMING, 30th Sept., 2 p.m.

THURSDAY, 2ND OCTOBER.

Shanghai, N. C. and Japan via Kobe—Per YOKOHAMA MARU, 2nd October, 10 a.m.

Shanghai and North China—Per SINKIANG, 2nd October, 11 a.m.

FRIDAY, 3RD OCTOBER.

Swatow, Amoy and Foochow—Per QUINNEBAUG, 3rd Oct., noon.

Amoy—Per VAN WAERWIJCK, 3rd Oct., 2 p.m.

## METEOROLOGICAL.

Previous Day On Date On Date at 5 p.m. at 4 p.m.  
 Barometer 29.55 29.56 29.54  
 Temperature 81 77 83  
 Humidity 59 78 64  
 Wind Direction E.B.E. E. E.  
 Force 5 4 4  
 Weather b. c. s.  
 Rain 0.00 0.00 0.00  
 Highest temp. in shade on the 24th 83  
 Lowest " " " " " " " " 64  
 H.K. Observatory, Sept. 25, 1919.  
 T. F. CLARKSON, Director.

## TODAY'S SHARE QUOTATIONS.

## OFFICIAL PRICES.

Banks.		
H.K. & S. Bank	£	570
Marine Insurance.		
Cantons	b.	440
North China	b.	500
Union	n.	230
Yangtze	sa.	270
Far Eastern	b.	23
Fire Insurance.		
China Fire	n.	138
H. K. Fire	b.	345
Shipping.		
Douglases	sa.	2434
Steamboats	n.	33
Indos (Pref.)	b.	186
Indos (Def.)	b.	175
Shells	sa.	344
Ferries	n.	344
Refineries.		
Sugars	n.	177
Malabons	n.	46
Mining.		
Kailans	b.	70
Langkats	b.	22
Shanghai Loans	b.	22
Shai Explorations	b.	22
Rauhs	n.	210
Tronohs	b.	446
Ural Caspians	n.	476
Docks, Wharves, Godowns, &c.		
H.K. Wharves	b.	110
K. Docks	b.	182
Shai Docks	b.	123
N. Engineering	b.	331
Lands, Hotels & Buildings.		
Centrals	n.	1094
H.K. Hotels	n.	120
L. Invest.	b.	120
H. Phreys Est.	b.	94
K'loon Lands	n.	46
L. Reclamations	n.	175
West Points	b.	90
Cotton Mills.		
Ewos	b.	375
Kung Yiks	b.	344
Lau Kung Mows	n.	250
Oriental	n.	120
Shai Cottons	b.	240
Yangtzepeeps	b.	174
Miscellaneous.		
Cements	n.	7.90
China Borneos	n.	124
Do. Light	b. old 7 1/2 new 3 1/2	894
China Providents	n.	284
Dairy Farms	n.	84
Electric H.K.	n.	34
Electric Macao	n.	30
Hongkong Ropes	b.	84
Hk. Tramways	n.	7
Peak Trams, old	n.	80 cts
Do. new	n.	34
Steam Laundries	b.	104
Steel Foundries	b.	154
Water-boats	n.	9
Watsons	b.	12
Wm. Powells	b.	29
Wisemans	b.	29

Hongkong, Sept. 25, 1919.

## WEATHER REPORT.

September 25, 11h. 00m.—No return from Vladivostok, Japan or Formosa. Pressure changes since yesterday are small.

Fresh monsoon will continue along the east coast of China and over the northern portion of the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 47.21 inches against an average of 74.25 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District Forecast.

1 Hongkong to Gap Road. E. winds, fresh; fair.

2 Formosa Channel. E.E. winds, strong.

3 South coast of China (between H.K. and Lamook) as No. 1.

4 South coast of China (between H.K. and Hainan) as No. 1.

G.W. JEFFRIES, Chief Assistant.

Hongkong Observatory, S. P. 25, 1919.

## NOTICE.

**MITSUBISHI SHON KAISHA, LTD.**

(MITSUBISHI TRADING CO.)  
 COAL, GENERAL IMPORTS AND EXPORTS.  
 SOLE PROPRIETORS OF  
 YAMAGUCHI COAL, SUITABLE FOR STEAMERS, FACTORIES, HOUSES, SCHOOLS, HOSPITALS, LAMPS, SHEDS, CEMENTS, SALT, AND OTHERS COAL MINES.  
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 BRANCHES AND REPRESENTATIVES:—NAGASAKI, KANAGAWA, YAMAGUCHI, MOI, KURE, KOBE, OSAKA, TSUBUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIKIN, TSHANPU, HANKOW, SHANGHAI, TAPEI, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address:—  
 Hongkong:—"IWASAKI"  
 Canton, Haiphong:—"IWASAKI".

Codes:—A.I. A.B.C. 5th Ed., Western Union and Bantky's.  
 AGENCY FOR:—THE OSAKA MARINE AND FIRE INSURANCE CO., LTD., OSAKA.

For Particulars Apply to:—  
 S. SAYEKI, Manager,  
 No. 11, Pedder Street, Hongkong.

## ASAHI BEER



AGENTS  
 Mitsui Bussan Kaisha.

## HOTELS.

## THE PEAK HOTEL.

1,600 FEET ABOVE SEA LEVEL.  
 15 MINUTES FROM LANDING STAGE.  
 UNDER THE MANAGEMENT OF  
 MRS. BLAIR.

## KING EDWARD HOTEL.

CENTRAL LOCATION.  
 ELEVATOR LIFTS AND LIGHTING.  
 TELEPHONE ON EACH FLOOR.  
 HOTEL LAMPOON, MESSRS. ALL STEAMERS.  
 Tel. 378.

## VICTORIA

TO-NIGHT

## POPULAR PRIZE PACKETS

IN NEW SONGS AND DANCES

and

## "THE VOICE OF DESTINY"

TO-DAY'S MATINEE:

## "HER STRANGE WEDDING."

TEL. NO. 1743. **CORONET** TEL. NO. 1743.

The Little House that shows the Big Pictures

"The Wild Goose to the Wind and Sky,  
 The Horse to the Bravest Man;  
 The Romany Chai to the Romany Chi  
 As it was since the World began."

## METRO

PRESENTS

## ETHEL BARRYMORE

IN

THE BEAUTIFUL 7 PART GYPSY DRAMA

## "The Call of Her People"

at 5.15 & 9.15 p.m.

Usual Prices. Booking at Robinson's.

## HOTELS.

## THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS.

THE REPULSE BAY HOTEL.

(To be opened 1st January, 1920.)

J. H. TAGGART,

Manager.

KINGSLERE HOTEL MID-LEVEL  
 CRAIGIEBURN HOTEL THE PEAK  
 KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents  
 Are resident Managers.

## EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL FINEST SITUATION  
 EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and  
 Royal Palace Hotel, London, W.)

## THE CARLTON HOTEL

THE ONLY AMERICAN HOTEL IN THE COLONY.

ICE HOUSE STREET

Under American Management

Also and quiet yet only a few minutes walk from the banks and the  
 District. 11 Bedrooms, 11 Bathrooms, 11 Dressing Rooms, 11 Closets, 11  
 Terminals, 11 Portholes, 11 Windows, 11 Doors, 11 Stairs, 11  
 Telephone, 11 Telegraph, 11 Mail, 11 Post, 11 Telegram, 11 Cable.